

INCIDENTS
BY THE WAY


MORE RECOLLECTIONS

FOURTH
EDITION

Wm. R. KENAN, Jr.
1955

Fourth volume of 60⁵⁰
W. R. Kenon's Autobiography 50000

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Incidents by the Way

More Recollections



FOURTH EDITION



WM. R. KENAN, JR.

1955

Reference is made to the First, Second and Third Editions

Published 1946, 1949, 1952.

PROLOGUE

The size of wage or salary
Or prominence on earth
Is not the true criterion
Of what a man is worth
It matters not how large or small
His pocketbook may be
But only what he tries to do
For his community.

The educational program should be devoted to the whole student not only the training of the intellect, but evolution of the spirit and the rounding of personality.

I shall always feel that whatever success I have attained I owe in a large measure to those indelible impressions created in my college days through my association with Faculty and Students.

“INCIDENTS BY THE WAY”—Fourth Edition.

Done at intervals
1952 - 1953 - 1954
and privately printed 1955

Copyright 1955
by
WM. R. KENAN, JR.

Dedicated to my wife
ALICE POMROY KENAN
who died February 12, 1947.

AT CUPID'S ALTAR

KENAN-POMROY

This afternoon at the home of the bride in Genesee Street, Miss Alice M. Pomroy became the bride of Mr. William R. Kenan of New York. The wedding was a notable social function. The ceremony was performed at 4 o'clock by the Rev. Theodore Hopkins of Rochester, a life long friend of the Pomroy family. There were no attendants and only the immediate relatives of the bride and groom were present. The bride was a lovely picture in a gown of white embroidered lace with real valenciennes lace trimmings and a large picture hat to match. The groom's gift to his bride was a string of pearls.

Following the ceremony a reception was given for about 75 guests. The house was beautifully decorated throughout with bride roses and the interior of the lovely home was a fairy land. Strain of sweet music could be heard in all parts of the home. A large number of guests were present from out of town, among them were Mrs. Kenan, Miss Kenan, Mrs. Wise and daughter, and Mrs. Thomas Kenan of Raleigh, North Carolina; Dr. Owen Kenan, Mrs. Robert James and Mr. Fred James, Mr. Horace H. Flagler, and T. Thorne Flagler, Mr. and Mrs. Edgar Prime and Mr. and Mrs. Danforth, all of New York; Mrs. W. R. Baker of Detroit, Mich.; Mrs. Henderson and Miss Henderson of New Jersey; Mr. and Mrs. Drake Perry of Cleveland, and Mr. and Mrs. Trubee, and Mrs. F. A. Jewett of Buffalo. After an extensive wedding journey south Mr. and Mrs. Kenan will reside in New York.

(Reprint from the UNION-SUN, April 9th, 1904)

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CHAPTER I



PONCE DE LEON HOTEL, ST. AUGUSTINE, FLORIDA

Picture taken at entrance to Dining Room about 1905.

Left: Elizabeth Gibbs, Amy McMillan, Mrs. Ingraham, Mrs. Fletcher, Dr. Anderson, Sarah Barney, Graham Kenan, Miss Biglow, Mrs. Schoffeld, Mrs. Cooper Gibbs, and rear, Judge Gibbs and Alice Smethart, Mr. Thorne, Mrs. Lindsey, Capt. Henry Marcott, Mrs. Dewhurst and Mrs. General Brooks, General Brooks, Mrs. Dickman, Fatio Dunham, Lucy Alexander, Mrs. Night, Mrs. Hewson, Mrs. H. M. Flagler, Mrs. George Miles; *sitting down* — George Miles, Howard Trumbo, Mr. Salter, back, Charles Hopkins, Bessie White.

CHAPTER II



PICTURE TAKEN IN THE PATIO OF THE PONCE DE LEON HOTEL — About 1910.

Standing, Left to Right: Louis Ketterlinus, Mr. and Mrs. _____, Mrs. White _____, Mr. Charles Swift, Mrs. Ketterlinus, Wm. R. Kenan, Jr., Mrs. _____, Mr. and Mrs. _____, Mr. _____, Mrs. _____, Seated, *Left to Right:* Mrs. Jessica Swift, Mrs. Wm. R. Kenan, Jr., Mrs. Helen Jones, Mrs. Fletzer, Mr. _____, Dr. Webb.

During a period around 1910 and the following years there was held at the Ponce de Leon Hotel a garden party in the grounds, this being on the West grove between the walk and King Street.

A wooden platform was put out there and the frequent groups used it and a good many dances were held there.

There was a good many fancy dress balls held at the Golf Club and my wife and myself attended most of them and we purchased from a costumer in New York the proper costumes to be worn on such occasion.



Mr. and Mrs. August Heckscher
Mr. and Mrs. Wm. R. Kenan, Jr.
St. Augustine — 1918

CHAPTER III

FLORIDA HOTEL BUILT WITH SHELL MASONRY

ST. AUGUSTINE, Fla.—One famous Florida hotel that does not have to worry about structural design improvement is the Ponce de Leon here which opens for its 67th season on Dec. 22.

A recent inspection of the historic monolithic structure by a group of expert construction and maintenance engineers reported that the lavish hotel is in tip-top shape, far surpassing in durability, living comfort and sheer natural beauty many of the more recently constructed hostelries in the state.

Underlying reason behind the highly favorable report was the fact that masonry used in the extravagant structure was composed of six parts of coquina shell to one part of cement. Coquina (or donax) is a tiny edible clam found on sandy beaches in countless numbers in the vicinity of St. Augustine.



PONCE de LEON SWIMMING POOL

Sunday, February 28, 1954.

In chairs: Mrs. A. R. MacMannis and Mrs. Graham Kenan. *Standing:* Miss Josie Loftin and Mrs. J. K. Wise, Wm. R. Kenan, Jr.; A. R. MacMannis; Harold B. Wahl, and E. G. Flather, Jr

Such a mixture the experts agreed, formed a structure as durable as time itself. Or, as one of the engineers stated: "You cannot properly say the Ponce de Leon was built; it was cast."

The Spanish renaissance architecture of the Ponce de Leon was the result of two years study by New York architects, John M. Carrere and Thomas W. Hastings, who were sent to Spain in 1884. They made sketches and collected data, after which they returned here and set to work. The unsurpassed architectural results are now world famous.

(Reprint from BUFFALO COURIER EXPRESS, Nov. 14, 1954)

HOTEL MADE OF SHELLS STILL A FLORIDA BEAUTY

The famed Ponce de Leon Hotel here which opens for its 67th season Dec. 22, is one Florida hotel which does not have to worry about structural design improvement.

Recently thoroughly inspected by a group of construction and maintenance engineers they reported that it is in tip-top shape in every way, surpassing in durability, living comfort and sheer natural beauty some more recently constructed hostelryes.

FOUND ON BEACHES

Reason for the fine report given by the experts is that the masonry used in the old structure is composed of six parts of coquina shell to one part of cement. Coquina (or donax) is a tiny edible clam found on sandy beaches in countless numbers in the vicinity of St. Augustine.

Such a mixture, the experts believed, formed a structure as durable as time itself.

SUGGESTION OF NATURE

One of them put it this way: "You cannot properly say the Ponce de Leon was built. It was cast. The coquina, found almost on the very spot, was a suggestion of nature not to be overlooked, and it is fortunate indeed for both the hotel owners and the people who enjoy this spacious hotel that the engineers decided to use it."

The Spanish Renaissance architecture of the Ponce de Leon Hotel was the result of two years of study by two famous New

York architects, John M. Carrere and Thomas W. Hastings, who went to Spain in 1884. There they made sketches and collected data, after which they returned here and went to work. The unsurpassed architectural results are now world famous.

(Reprint from New York WORLD-TELEGRAM, Nov. 16, 1954)



THE FLAGLER MEMORIAL PRESBYTERIAN CHURCH
VALENCIA AND SEVILLA STREETS **ST. AUGUSTINE, FLORIDA**

OUR CHURCH'S STORY

The First Presbyterian Church of St. Augustine was organized in June, 1824. The first church building, erected of coquina stone in 1825, stood on South Saint George Street. In March, 1890, the present magnificent edifice was given by Henry M. Flagler in memory of his daughter, Jennie Louise Benedict, who had died aboard her husband's yacht enroute to St. Augustine the year before.

At the time of dedication the name was changed to Memorial Presbyterian Church. Over the arch of the east door the words from Psalm 135 are inscribed: "Thy memorial, O Lord, is throughout all generations." The building was designed by Carrere and Hastings, Architects, and erected by McGuire and McDonald, contractors. In the form of a Latin cross, its style is Venetian Renaissance (transition period). This great monolithic edifice, trimmed in red and yellow terra cotta, its huge dome rising 150 feet and topped by a bronze Greek cross, is one of America's most unusual churches.

The interior is furnished with finely carved mahogany woodwork and pews, its walls adorned with symbolic freizes, and from its high vaulted ceilings hang cruciform bronze chandeliers of interlacing floral design. The mosaic floor is of Siena marble tile relieved by twelve plaques of breccia violet marble symbolic of the twelve apostles. The great baptismal font was carved from a single block of pavonazzo marble in Italy. There are three pipe organs: the original great organ, a four manual Roosevelt occupies the west transept; the solo organ at the north end and the echo organ and chimes in the south end are Estey installations.

The distinctive Tiffany style windows were added in 1902, executed by H. T. Schladermundt of New York City, a German master of the art. The several articles of the Apostles' Creed are represented by colorful symbols from Christian tradition and other symbols from nature. On the west side of the nave, beneath the windows representing the articles: "I believe in the forgiveness of sins, the resurrection of the body, and the life everlasting," is the marble doorway leading to the mausoleum of the Flagler family; here rest the mortal remains of Henry M.

Flagler, pioneer developer of Florida, his wife Mary Harkness, their daughter Jennie Louise and her baby.

This church is a unit of the great international organization of The Presbyterian Church in the U. S. A., which has churches and missions in every state of the Union, and its territories. Our denomination has in this country 8,636 churches with a membership totalling more than 2,500,000; and missions or inter-church service projects in 34 foreign lands.

This church also works in co-operation with the other churches of our city and is affiliated with the great inter-denominational movements of our time through the Florida Council, the National Council and the World Council of Churches.

Besides our all year-parish program, our church has become a shrine for tourist visitors. More than a hundred thousand persons annually visit this church.

(Reprint from the weekly BULLETIN, January 16, 1955)

A BEAUTIFUL MEMORIAL

This beautiful church of Venetian Renaissance style was a gift from Henry M. Flagler, pioneer developer of Florida. In a room just off the nave lie the bodies of Flagler, his first wife, Mary Harkness, and their daughter, Jennie Louise and her baby.

The building, dedicated in March, 1890, was given as a memorial to Flagler's daughter, Mrs. Jennie Louise Benedict, who died in 1889. Since then it has been known as the Memorial Presbyterian Church of St. Augustine.

The church has still another claim to fame, however. It was organized on June 10, 1824, as the First Presbyterian Church of St. Augustine, and, according to the church history prepared by the present pastor, the Rev. E. Howard Lee, it was the first church of that denomination to be organized in Florida. This, he said, gives St. Augustine claim to "the oldest" Presbyterian Church in Florida.

Reporting its organization just three years after Florida became a territory of the United States, the Rev. Mr. Lee said in June, 1824, the Rev. William McWhir, D.D., of the Presbytery

of Georgia came to "this destitute and scattered people" and organized the church with 12 charter members and two elders.

The first church building was begun in 1826 and was dedicated in 1830. This building, of coquina stone indigenous to Anastasia Island, stood at another location. It served until the Memorial Church was completed, although federal forces took possession of it during the War Between the States.

The bell in the east tower and the five coquina pillars surrounding the church are relics from the old first church.

The Memorial Church is built in the form of a Latin cross and its central Venetian dome rises more than 100 feet. On top of the copper dome is a Greek cross. The dome is octagonal in shape and richly ornamented with elaborate capitals in old-gold and white terra cotta set in Roman brick masonry. The 24 arches of the arcade are supported by pillars of red terra cotta.

The broad steps of the front entrance lead through three Venetian arches, supported by red terra cotta Ionic pillars. These center in a huge Roman arch marked by a corbel of Roman brick.

The interior is furnished with carved mahogany wood, imported especially for this church. The ceilings are high vaulted and from them hang double cruciform bronze chandeliers of interlacing floral design. Bronze Venetian torchiers line the aisles.

The floor is of imported Siena tile laid in Venetian pattern, relieved by 12 plaques of violet breccia marble, symbolic of the 12 apostles.

The baptismal font is one solid piece of Siena marble, an unusually fine specimen of Italian carving and is fitted with a table top at Communion seasons. It symbolizes both of the Christian sacraments and from this the Lord's Supper is served.

The carved eagle lectern is above the font and upon it is a Bible of extraordinary size and design, a gift of Dr. George G. Shelton of New York, a physician who attended Mrs. Benedict. The services of worship are conducted from the lectern. The minister preaches from the pulpit at the side, its canopy simulating a huge shell.

There is a beautiful choir screen, behind which the choir is all but invisible. The singing echoes over the congregation as though coming down from heaven. There are three pipe organs, including a Roosevelt that occupies the west transept. The solo organ is in the north gallery and the echo organ and chimes in the south gallery.

Distinctive stained glass windows, representing the several articles of the Apostles' Creed, were a gift of Flagler in 1902.

Other members and friends of the church also have made contributions, including Dr. Andrew H. Anderson, a personal friend of Flagler, who had the acoustics corrected; Mrs. Louise Wise Lewis, Mrs. Jessie Kenan Wise, Mrs. Graham Kenan and Mr. and Mrs. William R. Kenan, Jr., who had the organ rebuilt and a solo organ added; Hulda Lyon Smith and Susan Davenport Lyon, who presented the echo organ, and Mrs. Carrie Patterson Slater, who gave the chimes.

(Reprint from the FLORIDA TIMES-UNION, April 11, 1954)

FLORIDA'S FLAGLER

By LEONE KING

In reading a new book about Henry Morrison Flagler entitled *Flagler's Florida*, just reaching book stores and stands today, Thursday, April 7, many a reader will wish that the author might have waxed a little more colorful in his accounting of America's Golden Era and the men who made it so. But Sidney Walter Martin is a professor of history at the University of Georgia, and as might be expected of a history professor, is a stickler for authenticity—even says so in the preface of "*Flagler's Florida*," where he states that in writing the book he accepted no rumors unless authenticated.

His story of Florida's Angel, who, with the millions he made in the north, became the peninsular state's greatest developer, opens when, as a youth of fourteen, he set off from the home of his parents in Medina of up-state New York to join his half-brother, Daniel M. Harkness, associated with his uncle in the grocery business in Republic, Ohio.

A biography in somewhat an autobiographical style, the author tarries nowhere in its 300 pages to dilly-dally with a human interest story. He tells what he learned of Flagler through intensive research over a number of years, avowing he was first attracted to writing a book about the colorful financier because of the many controversial and fantastic tales told of him far and wide. However, Professor Martin does create a profile of Flagler that becomes fascinating as you watch the young son of an impoverished preacher working in the Republic, Ohio, store for \$5 a week, toil through his early stages, willing to work long hours and forego many pleasures enjoyed by his companions, and observe him eventually in 1849, promoted to a position in the grain-shipping business which netted a salary of \$400 a year.

The book moves quickly past that period in the life of the man whose first visit to Florida in 1878 has become as significant as that of Ponce De Leon to Florida's shores in 1513. His first marriage to Mary Harkness, in 1853 (a sister of Julia who married Dan Harkness), their life in Bellevue, where, associated with the Harkness boys, Flagler was making money in the shipment of grain to distillers, one of which was represented by a commission merchant named John D. Rockefeller, and finally, even though he had scruples about selling grain to be converted into liquor, noting that when the Civil War broke out, his thinking far less confused than a nation on the verge of conflict, caused him to pay for others to join the Union forces (it was perfectly lawful at that time) reveals interesting highlights. Remaining at home, he turned the Civil War period into one of profit and gain for himself through routing large shipments of grain purchased by the United States Government to the federal troops.

As his fortune grew, so did his family, and near the close of the war there were three young Flaglers in addition to a wife to care for (their second child died while the family still resided in Bellevue). With savings that amounted to \$50,000, Flagler helped found the Flagler and York Salt Company. The family moved to Saginaw, Mich., where it looked as though there could never be anything again but prosperity for the Flaglers. The war came to an end, however, and with the

collapse of salt prices, the newly formed company also went broke.

However, just as the country made remarkable steps forward during the first 60 years of the nineteenth century, so it was with Flagler; although his reverses of the sixties were of a temporary nature and more quickly recovered from than the state of the nation following the Civil War. Leaving Saginaw with his family, the 35-year-old financier went to Detroit, Mich., which economic experts of the day said was to have great bearing on the future of American business what with its easy access to all the Great Lakes in the shipment of grain and other commodities.

Financially exhausted, Flagler accepted a position with Maurice B. Clark, grain merchant, who first dissolved partnership with John D. Rockefeller, who in turn preferred to devote his time to finding out more about the oil business.

His passion for wealth, described by Professor Martin as equaling that of Rockefeller's, it was a natural outcome of events that when the eventual Oil King decided to expand, he should ask the astute gentleman in an office next to his in the Sexton Building of Cleveland to join him. Flagler, still down under financially, declined the offer, whereupon his wife's first cousin, Stephen Harkness, advanced \$100,000 in the venture with the stipulation that Flagler was to have control of the investment. Rockefeller was pleased as Punch, for not only did he have the highest regard for the young man's business acumen, but such a set-up also allowed him to tap the Harkness treasury chest on several occasions in developing the Standard Oil Company.

Thus there began a friendship founded on business which continued throughout the rest of the two men's lives. They worked and played together, and in 1870 bought up all the small oil refineries in the state of Ohio to form the Standard Oil Company. Scourged and tongue-lashed by irate citizens and the press, Flagler refused to admit that the "freezing-out" process was Standard Oil's only method of gaining control. He always staunchly declared that the small companies were first asked to join the larger one in a share-the-profits set-up.

In reading "Flagler's Florida," one is torn in a decision as to which is the best part of the book—that treating of Flagler's early life and rise to wealth, or the one later in which he developed with generous contributions of his wealth, the southernmost state in the Union.

Every one will agree, though, that the first part of the book is the happiest for Flagler personally, since it depicts him as a family man who enjoyed his home and young people.

Following the death of his wife in 1881, the Flagler family, the master, Harry, Jenny, Louise and "Aunt Carrie," moved to Mamaroneck from New York. Here a magnificent summer home was built which represents the first designed according to Flagler's wishes, and the forerunner of a line of hotels to be among the most fabulous in the world, extending from one end of the Florida East Coast to the other.

Other highlights in the book tell of the growth of the Standard Oil Company to a capital investment of \$55,000,000, and finally in 1888 to \$90,000,000.

Flagler's second marriage, which took place in 1883, is taken up in some detail in Professor Martin's book, mostly because the author is apparently eager to inform that Ida Alice Shourds Flagler, at one time an attendant to the first Mrs. Flagler during her years of declining health, was definitely and eventually a mental case. Married in June of '83, the Flagler wedding trip to Florida did not take place until December of the same year.

Stopping in Jacksonville, the 53-year-old bridegroom and his 35-year-old bride stayed in that city but a short time, going on to St. Augustine, where both were charmed with the beauty of the old city but annoyed because it lacked good hotel facilities. Flagler was considering retirement, and it almost seems it was just as that time that he was prompted to a decision. The Flaglers didn't forget Florida, and when they visited the city of St. Augustine two years later, the elderly gentleman, who, after the age of 55, became one of America's greatest railroad builders, was impressed with the accessibility of the city as compared to that noted in his first visit. William Astor was building a railroad from Tocoli to St. Augustine, to be

called the St. Augustine and Palatka Railroad; and others were in the process of creating small overland roads all about. Flagler sensed the importance of St. Augustine as a resort and began to do a little figuring and some talking about building a hotel.

The name Ponce de Leon impressed him, and so it was that in 1885, despite the queries of his friends as to why he should interest himself in the "musty old city of St. Augustine," the great and famous hotel still known today as the Ponce de Leon got under way. It was completed and the first dinner served within the \$2,500,000 structure on January 8th, 1888.

Professor Martin gives a fine description of the 450-room hostelry to where the Flaglers, aboard their private train called "Alicia" for Mrs. Flagler, visited frequently.

In describing his penetration of the Florida frontier, the author goes into detail concerning the Flagler railroads, and includes that in which his most expansive and daring undertaking created an overseas extension from Miami to Key West to the tune of \$20,000,000, only to end in disaster and abandonment . . . but not until after Flagler's death in 1913.

A small portion of the book is devoted to Palm Beach, West Palm Beach and the Lake Worth area, but serves well to describe the Flagler era here from earliest days when the Breakers was known as the Palm Beach Inn and the Royal Poinciana was one of the architectural wonders of the world.

The author terms Miami "the city that Flagler built," and in the "turbulent years," shows the sorrow the magnate suffered over the failing mental state of his wife. Little is said of the "pleasing young woman from North Carolina," Miss Lily Kenan, who became the third Mrs. Flagler in 1901, after Flagler managed to divorce his second wife, then ill in a mental institution.

If the third bride wanted wealth, she most certainly found it, for the Martin book on Flagler says the successful fortune-seeker "spared no expense to give his bride anything that money could buy. She had always wanted a marble palace for a home, so her aging husband built a mansion costing \$2,500,000 in Palm Beach which she called Whitehall."

The description of Whitehall is authentic and spares no part of the mansion, which would tend to indicate the validity of Professor Martin's statement that he was sure of his facts when he wrote "Flagler's Florida."

To those who know and love Florida, the book should not alone prove excellent reading, but contain invaluable information. But also as just entertaining reading of a great and glorious age of America, it is among the top-liners.

FLORIDA'S FLAGLER

(Reprint Palm Beach Daily NEWS, April 7th, 1949)

FLAGLER'S GREATEST DREAM

In his development of the East Coast of Florida—pushing the construction of the Florida East Coast Railway southward and building the chain of hotels—the great dream of Henry M. Flagler was the "Key West Extension" . . . the extension of the railway across the line of the coral Keys to Key West, a distance of 46 miles from the Florida mainland.

From Key West boats would take the traveler to Cuba.

The undertaking, referred to as "Flagler's Folly," was started in April, 1905. There were many disappointments and setbacks . . . tropical storms frequently interrupted the progress, but the Extension was finally completed in January 1912, and "Flagler's Folly" became the "Eighth Wonder of the World."

A grand ceremony was scheduled for January 22, 1912.

At about eleven o'clock that morning Mr. Flagler rode into Key West on the first train to pass over the Extension.

All of the employees of the Railway had participated in contributing (not more than \$1.00 each) to a special fund. At that time there were approximately 3000 employees and the fund raised exceeded \$2500. A telegram was drafted, to be sent to Mr. Flagler congratulating him on the completion of the great work—the realization of his greatest dream. The telegram was dispatched from the headquarters of the Railway at St. Augustine to Mr. Flagler at Key West . . . and the *reproduction in gold of that telegram, enclosed in a small gold chest*, was presented to Mr. Flagler.

There was a grand celebration in Key West that day. Reporting the occasion, one writer stated . . . “Following the arrival (of the train), with every business house in the city shut in honor of the event, the citizens presented Mr. Flagler a *gold and silver tablet* on which his likeness was engraved in bas-relief.”

Railway trains operated over the Key West Extension daily from 1912 until 1935.

In 1935 a terrific hurricane swept across the Keys. Great sections of the steel rails and cross ties were picked up and blown into the sea. The estimated cost to repair the damage was so enormous that the Interstate Commerce Commission permitted the Railway to abandon the operation.

But the concrete arches and the viaducts withstood the stress of the great storm and shortly afterward the Florida State Road Department acquired what remained of the Key West Extension. There was constructed over the old roadbed of the railway the “Overseas Highway,” and today the traveler speeds over this route in motor car or bus with hardly a thought of the hardships endured, and the efforts and fortunes that were expended in the achievement of Flagler’s Greatest Dream.

—GEORGE CORDWELL.

BUILDING OUT TO SEA: THE KEY WEST EXTENSION OF THE FLORIDA EAST COAST RAILWAY

A Talk by CARLTON J. CORLISS, Manager, Public Section,
Association of American Railroads, before the
Lexington Group, Mississippi Valley Historical Association,
Lexington, Kentucky, May 7, 1953.

It was my good fortune to have been employed on the Key West Extension of the Florida East Coast Railway for nearly six years—from 1909 to 1914—during the most active period of construction.

Throughout that period I was in the office of the chief engineer of construction, who was also the chief executive officer of the entire project. From that vantage point I had an oppor-

tunity to keep in close touch with every important development affecting the work.

As I look back over forty-odd years of railroading, no other period stands out more vividly. No other period packed such action, thrills and drama.

The much traveled Charles Layng, associate editor of RAILWAY AGE, who has looked at railroading the world over, refers to the Key West Extension as "one of the strangest and most remarkable railroads on earth." "The construction of the Overseas Extension to Key West," he wrote, "was a spectacular achievement. The line remained spectacular during its 23 years of operation, and it came to a most spectacular end."

UNIQUE FEATURES

The construction of the Key West Extension was in several respects unique in the annals of railway building. In fact, nearly everything about the project was unlike anything ever before undertaken and called for great ingenuity and many improvisations on the part of the engineers.

The project was unique in its geographical location—upon a chain of coral reefs across wide expanses of open water, every mile of which was exposed to the fury of the hurricane.

It was unique in the extent to which all materials and supplies used in the construction had to be brought from points hundreds or thousands of miles distant.

All fresh water for use of locomotives, steamboats, and other water craft stationary engines, as well as water for washing, bathing, cooking and human consumption, was unobtainable on the Keys and had to be hauled long distances over land and water to the construction sites.

Never before or since has a railway construction project of such magnitude been so completely dependent upon water craft. Never before had a railway construction project of such magnitude been carried to completion with as little animal-driven or motor-driven equipment. In the early days of construction, a few mules were employed on the grading work. Aside from that, not a horse or a mule or a wagon or a motor car was em-

ployed in the construction between the mainland of Florida and Key West.

The Key West Extension was unusual at least in the fact that it was built almost exclusively by railway company forces, without the aid of contractors.

HENRY M. FLAGLER

Any account of the Florida East Coast Railway and its extension to Key West must necessarily begin with the courageous man who brought the railroad into being and carried it to completion—Henry M. Flagler.

Born in western New York in 1830, the son of a Presbyterian minister, Flagler started his career in the grain and produce commission business in Ohio. In his 30's he formed a partnership with John D. Rockefeller, and in 1870, through Flagler's initiative, according to Mr. Rockefeller, the Standard Oil Company was founded. Flagler, like Rockefeller, became immensely wealthy. In 1883 he went to Florida for his health. He was then 55 years of age. The climate and the quaint city of St. Augustine strongly appealed to him, and two years later he began the construction there of the palatial Ponce de Leon Hotel, designed to rival the magnificent Tampa Bay Hotel, built on the other side of the state by his good friend Henry B. Plant, who was then engaged in developing Central Florida.

(The story is told that on completion of the Ponce de Leon Hotel, Flagler telegraphed Plant inviting him to St. Augustine for the opening. With tongue in cheek, Plant wired back, "Where is St. Augustine?" Flagler replied: "Just follow the crowd.")

FLAGLER BECOMES A RAILROADER

At that time travelers made their way to and from St. Augustine by means of a little 3-foot gauge railroad, laid with 30-pound rail, reached from Jacksonville by a ferry across the St. Johns River. Flagler—now building a second hotel in St. Augustine—"The Alcazar"—sought to induce the railway com-

pany to rebuild the road with heavier rail, widen its gauge and bridge the St. Johns River so as to make his hotels more accessible. That would have meant a major operation. The railroad owners were unable or unwilling to carry out his suggestion. So Flagler purchased the narrow-gauge road and proceeded at once to rebuild it and bridge the St. Johns. These improvements were completed in January, 1890, and passenger trains from New York and other Northern cities could then, for the first time, run through to St. Augustine.

Thus, the narrow-gauge line purchased by Flagler as an adjunct to his hotel business, launched him on his career as a railroader.

KEY WEST, METROPOLIS OF FLORIDA

In that period the largest city in Florida was Key West, near the western end of the Florida Keys. For more than 50 years this Island City, with its colorful history as a rendezvous for pirates, buccaneers, smugglers and other seafaring gentry, had been the metropolis of Florida; and it possessed the only deep water harbor in the state.

Notwithstanding its location 65 miles in a straight line from the mainland of Florida, or 106 miles by the chain of Keys, Key West was one of the first towns in Florida to discuss the advantages of railroads. As far back as 1831, at the very dawn of the railway era, when there were fewer than 100 miles of railroads in the New World, the editor of the *Key West Gazette* was discussing the possibilities of the new form of transportation, and from that time forward United States Senator Stephen R. Mallory, Judge Jefferson B. Browne and other prominent citizens of Key West kept the subject alive.

During the Spanish-American War, when Cuba became a center of great interest, the subject again came to the fore. In 1898, the *National Geographic Magazine* carried a prophetic article entitled "Across the Gulf by Rail to Key West." The article concluded by saying that "a railroad to Key West surely would be built; that it would be one of man's greatest achievements." The author concluded with the question: "Who will be the Cyrus Field to undertake this mighty work?"

MIAMI REACHED BY RAIL

At that time, ten years after Flagler had purchased the little narrow gauge line between South Jacksonville and St. Augustine, he had by acquisition and construction, pushed his railroad southward to historic old Fort Dallas at the mouth of the Miami River on Biscayne Bay. Along the 366-mile rail route numerous towns and cities had sprung up, and the whole East Coast of Florida had undergone an amazing transformation. Daytona, New Smyrna, Titusville, Cocoa, Melbourne, Fort Pierce, Palm Beach, Boca Raton, Ft. Lauderdale and many other communities, starting as railway stations or villages, had become famous winter resorts and important centers of fruit culture. Miami—the newest of these towns—founded on the completion of the railroad in 1896, had in two years become a city of 1,500 souls.

FLAGLER'S DECISION

Flagler's decision to push on to deep water at Key West was influenced by developments growing out of the Spanish-American War and by the decision of the United States Government to build the Panama Canal.

Key West was located 300 miles nearer the Canal Zone than any other United States port. It had the deepest water south of Norfolk.

EXPLORATORY SURVEYS

In the summer of 1902, Flagler assembled a corps of engineers under the direction of William J. Krome, then a young man of 26. Krome had studied engineering at the University of Illinois and Cornell University and had supplemented that training by several years of practical experience as a locating and construction engineer.

For a period of two years, the engineers conducted exploratory surveys through the Everglades and the Florida Keys with a view to carrying the road to Cape Sable at the extreme southern tip of the Florida mainland, and 33 miles across the Bay of Florida to Big Pine Key, thence to Key West over the Keys. They also surveyed a route to a deep water anchorage at Turtle Harbor, off Key Largo. Finally, after two years of surveying

and study, the recommendation of the engineers was to abandon both the Cape Sable and Turtle Harbor proposals and to build the railroad over the chain of Keys to Key West.

With these reports before him, Flagler called in his vice president, Joseph R. Parrott, and asked him if he was sure the railroad could be built. Flagler did not ask if it would be a profitable undertaking, for he was looking beyond immediate profits and beyond the immediate territory over which the road would be built. He was looking out across the waters of the Gulf of Mexico, the Caribbean and the Pacific. And he was thinking of trade and travel which would find the route, not in his lifetime, perhaps, but in the decades and generations to come. He simply asked if the road could be built from an engineering standpoint. On the assurance of Mr. Parrott, backed by the advice of the engineers, that it was possible, Flagler replied "Very well, go ahead, go to Key West."

A COURAGEOUS DECISION

It was a courageous decision for any man to make. Henry M. Flagler was then in his 75th year. The East Coast of Florida, with its chain of magnificent hotels and its thriving cities and towns, was his creation. One might expect a man of his age, in the twilight of life, to be content to rest on his laurels and spend the few years that remained basking in the sunshine of his beautiful Palm Beach home. He had about everything in life that a man could reasonably want—wealth, friends, servants to carry out his every wish, public recognition of a life rich in accomplishments. But he strongly felt that his job was not finished. The spirit of work, of building, of improvement, of doing something which would benefit his fellow man, motivated his actions.

He derived great satisfaction from the knowledge that in developing the East Coast of Florida he was creating opportunities for profitable work for thousands upon thousands of people who were flocking into the state and settling along the line of railroad.

"Go to Key West" was his decision, and these four words set in motion a chain of developments the like of which South

Florida had never before experienced. These developments took the form of an epic struggle of man against the sea and the stubborn elements of nature and the fury of the hurricanes. This titanic struggle began in 1903 when engineers staked their right-of-way through the Everglades and the swamps and jungles and the shark-infested waters over the 156-mile route from Miami to Key West. The struggle ended in 1916, thirteen years later, when the last of the majestic bridges was completed to form the permanent structure—a structure which today carries the Overseas Highway to Key West.

CHIEF ENGINEERS

The first requisite to the successful prosecution of the work was an experienced construction engineer with sufficient courage to undertake the project and sufficient skill to meet its many difficulties. Such an engineer was found in the person of Joseph Carroll Meredith, of Indiana, who was at that time in Mexico completing for the Mexican Government the construction of the great docks at Tampico. Meredith was a man of extraordinary energy and resourcefulness. He became chief constructing engineer on July 22, 1904.

Location Engineer William J. Krome, then 28 years of age, became Meredith's principal assistant engineer, a position of great responsibility for so young a man. Meredith pushed himself relentlessly. From early morning until late at night his every thought seemed to be of the railroad. The pace was too much for him, and in April, 1909, after nearly five years of driving effort, with little time out from his labors, he died suddenly. Krome, then 33 years of age, took up the work Meredith laid down. No better man could have been found for the great tasks ahead. Like his predecessor, Krome was an able engineer and a tireless worker. Under his direction, despite two destructive hurricanes and many other problems, the work was carried forward to successful completion.*

* Principal assistants to Chief Constructing Engineers Meredith and Krome were: Division Engineers C. S. Coe, Ernest Cotton, G. R. Smiley, William Mayo Venable, P. L. Wilson; Bridge Engineer R. W. Carter; Resident Engineers George P. Carver, H. L. Cook, James H. Cox, E. R. Davis, R. Max DeGarmo, F. B. Dunn, J. G. Frost, H. J. Gault, W. A. Glass, LeMoynes Harris, H. H. Hyman, R. L. Langford, M. E. Ma-

lone, H. S. Moreland, B. A. Parlin, C. M. Rogers, W. C. Taylor, H. O. Weiss, W. C. Wilson; General Foremen Mike L. Comer, Edward H. Sherran; Superintendent of Transportation Ernest F. Rue; Master Mechanic Richard Ring; Auditor of Construction B. A. Deal.

BEGINNING OF CONSTRUCTION

Actual construction had commenced at Miami in the summer of 1903. Southward from Miami the route was over a ridge of coralline limestone known as the Biscayne Pineland. The route of the railroad traverses this ridge for a distance of 30 miles, to what is now Florida City, two miles below Homestead. It then enters the Everglades, which in their natural state were covered with water from a few inches to several feet in depth. From that point, construction was largely an amphibian operation. Traveling dredges, called excavators, constructed on the site, were employed, one on either side of the right-of-way, throwing up muck and mud and tangled mangrove roots to dry out and form an embankment. As the road construction proceeded southward, the water became salty; mangrove bushes growing in shallow water formed islands of dense jungle growth. The route traversed about 19 miles of Everglades to reach Jewfish Creek, the point where the road leaves the mainland and begins to traverse the Keys. From Jewfish Creek to the Key West terminal the railroad traversed 30 islands. But, because of the formation of these islands, the route spans 43 expanses of water of varying widths up to seven miles. On no part of the route is the natural surface of the Keys more than eight or ten feet above sea level.

The railroad was opened to Homestead in 1904.

Construction commenced from Homestead southward in the summer of 1905, and in December, 1907, the rails reached Knights Key, 83 miles below Homestead. Here, in the open roadstead between Knights Key and Pigeon Key, a large dock, reached by a wooden trestle two miles in length was under construction. Knights Key Dock was opened in February, 1908, and through passenger train service was extended southward to that point. For the next four years, until the road was completed to Key West in January, 1912, this was an important terminal where trains from the North met the Peninsular and

Occidental Steamship Company's ships plying daily to and from Havana, Cuba. The dock also served as an unloading point for ships bringing coal, sand and gravel and other materials for the railroad construction. During the four years Knights Key Dock was in operation, it was a port of entry, with customs officials in charge. It also had a post office, and a small hotel. Today, not a vestige of the dock remains.

The route of the railroad traversed 37 miles of open water, nearly all open sea. About 20 miles of the line were bridged by the construction of embankments, and 17.17 miles were bridged by concrete and steel bridges and concrete viaducts. All told, there are 37 permanent structures — 29 concrete viaducts, 6 concrete and steel structures, and 3 drawbridges.

LONG KEY VIADUCT

Long Key Viaduct, the first great bridge to be built, presented many formidable problems, some unprecedented, the solution of which taxed the ingenuity of the engineers. This is a reinforced concrete structure, consisting of 222 concrete arches — some 50 feet, some 35 feet in length. The total length of the bridge is 11,958 feet, or 2.15 miles. Here as elsewhere one of the problems was to obtain a solid stable foundation for the piers where the bottom was porous, a species of coralline limestone, uneven and broken by huge pot holes. The problem of obtaining a satisfactory seal for each foundation pier was difficult enough under the best of weather conditions; it was far more difficult in stormy weather when floating equipment was buffeted and tossed about by the waves.

SEVEN MILE BRIDGE

The longest and in some respects the most imposing of all structures from an engineering standpoint is the Knights Key-Moser Channel Bridge, now commonly known as the Seven Mile Bridge. Three years were required to complete this huge structure. It was commenced in the spring of 1909 and completed in January, 1912. The bridge is 35,815 feet in length, and consists of 335 80-foot and 60-foot deck plate girder steel spans, resting on concrete piers, and a concrete viaduct $1\frac{3}{4}$

miles in length, consisting of 210 53-foot arches and a draw-bridge 253 feet in length. Altogether, the bridge rests upon 546 concrete foundation piers, far exceeding the number in any other railway bridge in the world. Each of the piers in the main structure rests on bedrock in some cases as much as 28 feet below the water line.

BAHIA HONDA BRIDGE

Another notable structure was the Bahia Honda Bridge between Bahia Honda Key and Spanish Harbor Key. This structure 5,055 feet in length, consists of 27 through truss spans, the longest of which is 274 feet, and 9 deck plate girder spans, each 80 feet in length. Here 24 feet of water was encountered—the greatest for any point between the mainland and Key West. The engineers had to go down considerably below this depth to obtain solid foundations for the piers. For this reason a different type of construction was adopted—namely, through truss spans—which enable the foundation piers to be spaced farther apart than could be done with the deck plate girders or concrete arch type of construction.

OTHER PERMANENT STRUCTURES

It would be impossible in the time here permitted to go into details concerning the construction of the 34 other bridges and viaducts, nearly every one of which would have been regarded as a major project on any other railway construction, and every one of which has an interesting, indeed, a fascinating story.

KEY WEST TERMINAL

Still another major project was the construction of the Key West terminal site by reclaiming 240 acres of land from the sea. By means of suction dredges, millions of cubic yards of material was pumped from the harbor area and several thousand feet of retaining walls were built.

(Incidentally, while this project was under way, the Commandant of the Naval Station took steps to halt the work on the ground that the Navy might some time want to use the area from which the mud was being taken for target practice, in

which case shallow water was desirable. When the matter finally reached the president of the railroad, Mr. Parrott, replied, assuring the Navy Department that if the mud was ever needed, the railway company would return it to its original location. Interesting enough, the Navy now occupies the 240 acres of land which the railroad reclaimed from the sea.)

Still other major projects at Key West were the construction of a permanent pier 1,700 feet in length and 134 feet in width, to accommodate large ocean-going vessels, and the construction of a pier equipped with ferry slips, by aid of which freight cars were for many years loaded on ferries and transported 90 miles to and from Havana and placed on tracks in Cuba without breaking bulk. This ferry service, established in January, 1915, about three years after the railroad was completed to Key West, continued in regular operation until the disastrous hurricane of 1935, when all railway operations on the Key West Extension ceased.

MATERIALS BROUGHT LONG DISTANCES

The procurement and transportation of the great variety of materials required in the construction was a major operation. Great quantities of cement, miles of reinforcing iron, miles upon miles of heavy deck plate girders and fabricated steel, shiploads of sand, gravel, coal and other supplies had to be brought to the project, some by rail, some by water, all from long distances. At the height of construction there was probably never a time when several steamships or sailing vessels (4- or 5-mast schooners), were not on the high seas bound for the project with construction materials or were not unloading cargo at some point in the Keys. Because of the lack of docking facilities at some points, many of these ships had to anchor off shore and their cargoes had to be unloaded on lighters and towed to points where needed.

We may gain some idea of the magnitude of the undertaking when we consider that each of the huge piers in the Seven Mile Bridge required a mixture of sand, gravel, cement and other materials equal in bulk to the cargo of a five-mast schooner.

All cement used below the water line at high tide was of German manufacture, brought directly to the project from Ger-

many. Many shiploads of German cement were required. Cement for that part of the structure above the water line was of American manufacture, most of it brought in ships from points on the Hudson River. Trap Rock in great quantities was brought from the Hudson River.

Great quantities of lumber, piling, cross ties, bridge ties and guard rail used in the construction came by railroad from points in Southern Georgia and Northern and Southern Florida.

At many points, temporary trestles were erected to carry the road across channels while the permanent structures were being built. Many other trestles were built to assist in construction. Still others were built to gain access to marl deposits. Altogether, 35 miles of temporary pile trestles were built during the construction period. Besides, large quantities of piling were used for foundation piers, docks, anchor pilings, and so on. Some 70,000 units of piling were used in the construction.

Fender pilings for the pier at Key West were of jucaro wood—a dense, mahogany-like tree that grows in Cuba more impervious to the toredo and other destructive water insects than are most woods.

Even such items as sand, gravel and crushed rock had to be brought by ship from Savannah, Baltimore and other distant points. Steel for bridges, rails and other steel products came from Pittsburgh, Bethlehem, and other Northern centers of production. Foodstuffs by the carload, to feed the workmen, were supplied by Chicago packing houses and other sources many hundreds of miles distant.

HUGE FLEET OF EQUIPMENT

Because of the amphibian character of the project, a huge fleet of all kinds of water craft had to be brought into service. These consisted of a fleet of 8 or 10 stern-wheeled steamboats, most of them brought from the Mississippi and Ohio rivers; several tug boats; two seagoing steamers; at least 60 power launches, large and small; 12 dredges; 11 floating pile drivers; 8 concrete mixers for over water work; 10 traveling excavators; 8 derrick barges; about 15 quarterboats and houseboats for housing the workmen; floating catamarans; compressor barges; a

floating machine shop; a floating blacksmith shop; covered supply barges; pump barges; 150 huge cargo barges, and innumerable pontoons, skiffs, row boats and miscellaneous water equipment.

On land there were locomotives, supply cars, freight cars, locomotive cranes, traveling pile drivers, mechanical dump cars, earth spreaders, and numerous other types of equipment.

The care and maintenance as well as the protection of this huge fleet of equipment was in itself a work of vast proportions.

WORKMEN FROM MANY LANDS

From the inception of the project, a major problem was that of obtaining satisfactory labor. Advertisements were inserted in Northern newspapers; recruiting agencies were engaged in New York, Philadelphia and other cities, and in a period of 5 or 6 years, at the height of construction, upwards of 40,000, possibly 50,000, different men were employed. Yet at no time did the total construction force exceed 5,000 men. Some men worked for years without interruption; many others worked only a few months; still others but a few days.

Although many of the skilled workers were native Floridians, or residents of Florida, the Company had to look elsewhere for most of its labor. The most numerous groups of all were the common "skid row" variety of American transients—sometimes known as "hobos"—recruited principally in New York and shipped to the Keys under contract, that is, with the understanding that they would reimburse the railway company for their boat transportation from New York to Jacksonville or Key West. Many of them were "down-and-outers." About every occupation and profession was represented among these men. At headquarters we kept a record of occupations and professions represented by all men employed so that the Company could locate persons of skill if and when needed. Among these so-called "hobos" or transients were lawyers, doctors, pharmacists, sculptors, preachers, actors, artists, salesmen, teachers and so on. All of them started as laborers on the roughest kind of work, such as shoveling coal, sand, gravel, unloading ships, pushing wheelbarrows, building embankments, and flash boarding protection,

and operating hand drills in dynamiting gangs. On payday many of them would quit and go on a spree that might last several days. When their money was gone they would sober up and return to work. Others would quit, returning to New York by boat, spending a few weeks there, and returning under a new contract.

Native Keys and Bahaman negroes were found to be excellent workers in certain types of jobs such as clearing land, shoveling coal, gravel or sand, but many of them couldn't stand prosperity or the jingle of a few dollars in their pockets. The turnover of this type of labor was heavy.

Early in the construction period a group of Italians was recruited in New York and sent to Jacksonville by ship, thence to Miami by rail. From that point they were to be taken by stern-wheeled steamboats to the Keys. But the Italians thought they had already come to the end of the earth. They took a look at the weather and the old stern-wheeled steamboat, and then proceeded to stage a mutiny, demanding that the Company return them to New York. This was cheerfully done, at the railroad's expense. Thenceforth no more Italian labor was recruited in New York, en bloc, for the Key West Extension, although many men of that race were employed locally.

One of the largest groups of laborers and some of the most dependable workers of all came from three British Islands — Grand Cayman, Little Cayman and Cayman Brac, in the Caribbean Sea. Many of these Grand Caymanders were stalwart six-footers. They are a mixture of English, West Indian, and Negro. Many of them have Negroid features, but most of them have light, sandy hair and grey or light brown eyes and are freckled faced. Other racial groups did not want to work with them and the feeling was mutual. The problem was solved by putting them in gangs of their own under foremen of their own race. Each year, mostly in January, large numbers of these men came in their own vessels commonly used in the Caribbean fishing and turtle trade. They would work steadily with rarely a day off until about two weeks before Christmas. Then they would quit, almost to a man, take to their boats and go home to spend the holidays with their families.

Hundreds of Spaniards from Northwest Spain and the Minorcan Islands in the Mediterranean were employed as common laborers; others as boat calkers, boat builders, deckhands, carpenters, and the like. They spoke only Spanish. Nearly all of these Spaniards, as well as the Caymanders, came from and returned to their native lands without touching foot on the mainland of the United States.

WORKMEN FED AND HOUSED

All persons connected with the construction were provided with living quarters as well as meals as a part of their compensation. The commissary department which attended to this feature, had standing instructions to provide good, substantial food and at the same time to keep the meal rate down. The stewards in the various land camps and quarterboats did surprisingly well carrying out these instructions. It is amazing but true that the average meal rate in these camps was 18 or 19 cents, and this figure included the wages of cooks, waiters and scullions.

In spite of the care which was taken to select only competent workmen, much trouble was experienced with incompetents, malcontents and downright trouble-makers. Some hired out with no other idea than to get a trip to Florida at the expense of the railway company. Out of this attitude grew a peonage charge which resulted in a Federal indictment of the engineers in charge of the project. These charges received highly sensational treatment in the press. When, after hard fighting, the railroad succeeded in bringing the case to a trial, the result was a verdict of acquittal, and the court rebuked the prosecuting attorney for wasting its time with a charge which had so flimsy a foundation.

One of the most vexing of all problems connected with the construction was the presence of mosquitoes and sand flies. Sand flies were most disagreeable at certain times of the year, but their season of activity was short. Mosquitoes, on the other hand, were with us through most of the year. All doors, windows and air vents of camps as well as offices, mess halls and other buildings in which men lived or worked were screened. Numerous smudge pots and tons of pyrethrum powder were burned, but the blood-thirsty mosquitoes paid little attention to

such things, and they made life a torment. One year a heavy gale swept the Keys and filled all fresh water pools with salt water during the mosquito breeding season. The result was that we had no mosquitoes for several months after the storm.

RECREATIONAL ACTIVITIES

I have been asked about recreational activities. How did the engineers and workmen spend their leisure time—located as they were, far from the refining influences of organized society. I might first mention some things they did not do. Outside of Key West, there were then no churches at any point on the Keys, no religious services except when an itinerant preacher came along. There were no roads of any sort on the Keys outside of Key West, no horses, no buggies, no bicycles, no automobiles. There were no theaters, no movies, no bowling alleys, no baseball or football games to attend or to participate in.

But life was not as dull as these facts might indicate. The Key country provides some of the best fishing in the world — there are said to be 700 kinds of fish in Florida waters — and many of the men engaged in fishing in their leisure hours. Swimming and boating were also popular pastimes. At Marathon, the headquarters of construction, we had an excellent tennis court which was in daily use. We also had an athletic club and a club house equipped as a gymnasium, with punching bags, exercisers, basketball racks, and so on. Indoors of an evening in the various construction camps there were games of cards, checkers, chess, and so on, and in nearly every camp there were men who had the happy faculty of keeping groups entertained. Many of the Spanish workmen played guitars and other musical instruments and found entertainment in group singing.

Of course, as on any large construction project of this sort, liquor was a problem — sometimes almost a major problem. Despite definite instructions and efforts of engineers and supervisory officers to keep liquor out of the camps, it often found its way in. Boozeboats operating out of Key West always seemed to synchronize their arrival at the camps with the arrival of the paymaster. Their method was to anchor some distance off shore and under cover of darkness ferry customers

to and from the boozeboats by means of skiffs. But, generally speaking, discipline was strict in the camps, and men who permitted liquor to interfere with their work could expect dismissal.

HURRICANES DURING CONSTRUCTION

During the period of construction, three hurricanes of great severity swept over the Keys — one in 1906, one in 1909 and one in 1910. The first hurricane, in October, 1906, during the construction of Long Key viaduct, brought great destruction to plant and equipment as well as to embankments at exposed points. Many pieces of floating equipment were sunk or otherwise destroyed, or badly damaged. At Long Key a quarterboat (No. 4) broke loose from its moorings and went to sea with 150 men aboard. It was buffeted by high winds and mountainous waves until it went to pieces, scattering the men over a wide area of storm-swept seas. About 100 of the men perished. Some fifty men were rescued by passing ships from one to three days after the storm had abated, all in famished condition, and were carried to distant ports. One ship, the *Alten*, rescued 24 of these men, and, although bound for a European port with instructions not to put in at any American port, the captain took the survivors to Savannah on the pretext that his ship was disabled and needed attention.

One of the most dramatic incidents of the Long Key disaster was a case of a father and son. When the quarterboat went to pieces, the two, desperately hoping to save a trunk containing prized family possessions, took it overboard with them and for hours in the storm-swept seas they clung to the trunk—one at either end. But for some reason one was finally forced to let go his grip and he disappeared beneath the waves. The other struggled to support the trunk, but was finally forced to let go. After the most harrowing experience, each was rescued by a different ship. Each was taken to a different port. For several days—until brought face to face—each supposed the other was drowned! We can well imagine the joy of that reunion.

It was of such human experiences as these that the great work was carried to completion. Although the incident just related

was perhaps more dramatic than many, nevertheless a day never passed during the years in which the road was under construction without its incidents involving human life, without its narrow escapes, its joys, or its sorrows, without its excitement, its thrills, without some seemingly insuperable difficulty overcome, some project successfully accomplished, some new problem to challenge the builders.

In the 1909 hurricane which did great damage to unfinished portions of the work and to exposed embankments, numerous water craft were sunk, steamboats went to the bottom, and a tug boat capsized in an effort to make some floating equipment more secure. In that disaster 13 lives were lost. The only surviving member of the tugboat crew was later found unconscious on the embankment under an overturned wheelbarrow, several feet above the water. He was never able to tell how he got there.

In the 1910 storm, said to have been the worst of all, the engineers and foremen, profiting from past experiences, kept the damage to plant and equipment to a minimum. Only two lives were lost on the entire project.

Damage brought by hurricanes, and precautions which were taken to protect against the blows, had the effect of delaying the completion of the work for two or three years and adding millions of dollars to the cost.

During the construction of the Seven Mile Bridge, five deck plate girder spans which had not been fully bolted in place were blown into the sea along with several pieces of work equipment. Strangely enough, a keg of nails perched on the edge of the bridge was not blown off or even shaken from its position.

After the severe storm of 1909 it became apparent to the engineers that the coralline limestone rock then being used to protect the embankment was not adequate to perform that function under severe conditions. In numerous instances blocks of stone and other material then being used to protect the embankment were washed out to sea, leaving huge gaps in the embankment. It was discovered, on examination, that wherever marl had been placed on the embankment, the road had withstood the storms without serious injury. Even the marks of the clam-shell and

orange-peel buckets were visible on the marl after the storm had abated. The engineers then decided that marl was the answer to their problem. Several marl deposits were located up and down the Keys; trestles were built out over these deposits; dredges were brought in, and Goodwin dump cars were employed to carry the marl to exposed parts of the embankment. The marl thus dumped contained sufficient moisture to run off gradually, forming a rather smooth beach-like protective coating. Altogether, millions of yards of marl were deposited over the exposed areas of the embankment. Thereafter, hurricane tides washed over miles of exposed sections of track without doing serious damage.

FRESH WATER A PROBLEM

As already indicated, one of the greatest problems of all was that of obtaining fresh water. Not only did water have to be fresh, but it had to be pure; otherwise it might lead to sickness and epidemics. Efforts to locate fresh water at various points on the Keys were unsuccessful. A geologist was engaged, deep wells were driven at several points, but without success. Consequently water had to be hauled from the mainland and distributed to all points where need for the use of locomotives, stationary steam engines, cooking and human consumption. Water requirements for a single month ranged up to 4,500,000 gallons. This was equal to 700 carloads a month.

In the early stages of construction the water was towed from Miami to the Keys by steamboats. Later it was taken from Manatee Creek, in the Everglades, still later from deep wells near Homestead, and shipped to the Keys in cypress tanks on flat cars — two tanks to a car — each car holding about 7,000 gallons. At Marathon and other points water was transferred from railway cars to tanks on barges, six tanks to a barge, and then towed by steamboat to the numerous construction sites and camps below Marathon.

KEY WEST CELEBRATION

The greatest day in the history of the Florida Keys and in the life of Henry M. Flagler was January 22, 1912. As planned weeks in advance, Chief Engineer Krome and his men brought

the construction of the line to a sufficient state of completion to enable trains to operate through to Key West. On that day, Henry M. Flagler rode into Key West on a special train, accompanied by scores of distinguished guests, and there, on his arrival, was given the greatest ovation of his life.

Key West had declared a 3-day holiday to celebrate the occasion, and it seemed as if the entire population was present to witness the arrival of the first railway train most of them had ever seen and to welcome the man who had made it possible. In a brief speech Mr. Flagler, then in his 83rd year, with a full heart, said "Now I can die happy. My dream is fulfilled."

A few months later, Florida's great benefactor passed to his reward, and in cities and towns up and down the East Coast, from Jacksonville to Key West, flags drooped in mourning, and at many points schools and churches paid a tribute they had never before paid anyone, tolling their bells for the man who had done more than any other for that part of the state.

THE FINAL BLOW

The railroad to Key West continued in operation for a period of 23 years until finally, on Labor Day, 1935, one of the most destructive hurricanes that ever visited the Florida Keys, inflicted severe damage to many miles of embankment — not, however, to the great steel and concrete bridge structures which form the vital part of the project.

At that time the nation was in the throes of a great depression. The Florida East Coast Railway was in receivership. Economic conditions had undergone a marked change since Flagler decided to build the road to Key West. Improved highways, automobiles, motor buses and trucks had become important factors in transportation. Seagoing car ferries, operating between New Orleans and Havana, had seriously affected the flow of traffic over the Florida East Coast Railway. Trade with Cuba was at low ebb. These, and other factors had so greatly changed the picture that the decision was reached to abandon the road south of Florida City rather than to spend the money necessary to restore it to workable condition. Consequently that part of

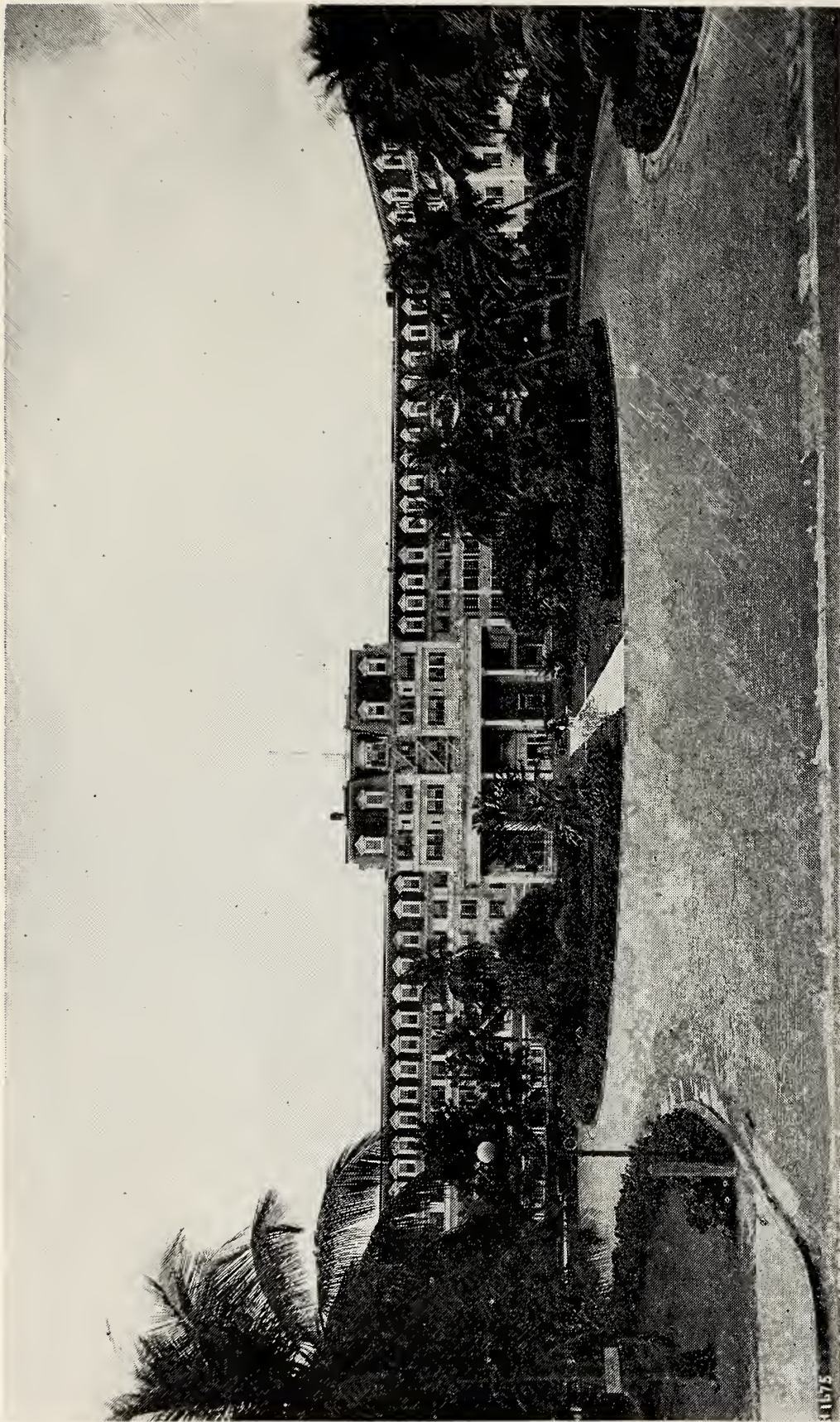
the road was sold to the State and converted to the Overseas Highway.

A RAILROAD STORY

While we may regret the passing of the railroad, we must remember that this is still a great thoroughfare of travel and communication and is helping to accomplish the development of Florida which Flagler envisioned and which was so close to his heart.

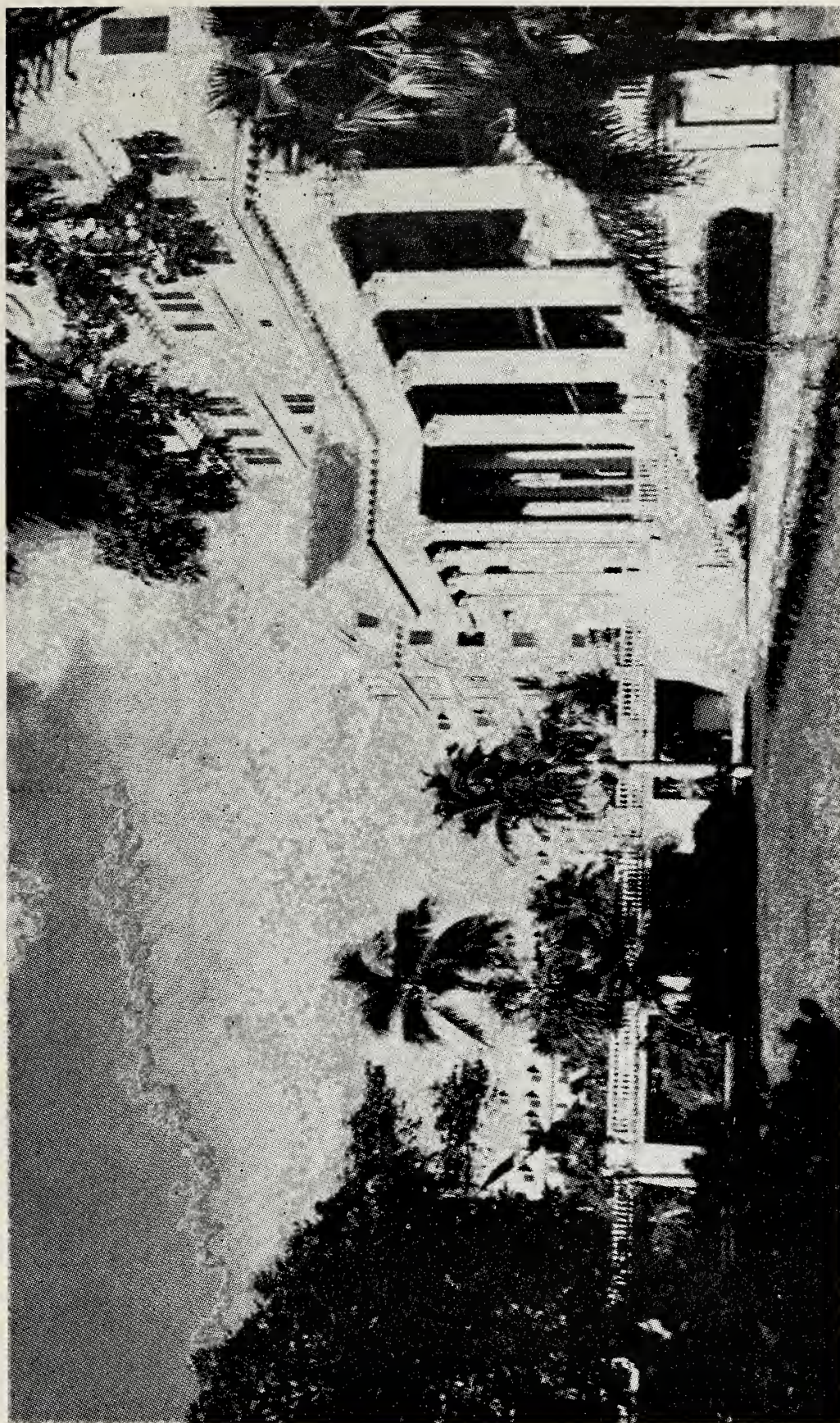
If Flagler's aim was to create homes and employment opportunities for the people, then his efforts were immensely successful. The Overseas Highway as well as the Florida East Coast Railway, stand as monuments to his memory, as symbols of his courage and his faith in the future of this good land.

The Overseas Highway is a part of our American heritage, a part of America's exciting railroad history. Its story is in the main a railroad story. The thousands of motorists who ride over the highway each year may be told something of the story, and how many millions it cost to build, but they will never know its cost in terms of sweat and backaches, toil and blood, and of human lives; they will never know how many men were swallowed by the sea or otherwise perished in the 13-year struggle to lay the foundations and erect the structures of steel and concrete upon which the highway rests—structures which have stood unshaken against the onslaughts of wind and water and hurricane—year after year, decade after decade—and which stand today as solid and firm as on the day they were built.



ROYAL PALM HOTEL, MIAMI, FLORIDA

Damaged by a hurricane in 1926 and further damaged when the City constructed the Second Avenue Bridge over the River. Dismantled in 1930.



THE ROYAL POINCIANA HOTEL AT PALM BEACH, FLORIDA

The first operation at Palm Beach by Mr. Flagler. Completed February 15, 1894. Damaged by hurricane September 16, 1928. Demolishing started August 15th, 1934.

Reprint from the Bulletin of
“THE ROYAL POINCIANA CHAPEL”
FLAGLER MEMORIAL

Palm Beach, Florida

Henry M. Flagler was born in Boston, N. Y., in 1830 and died in 1913. He was a man of great intelligence, creative imagination and strong character, who accomplished great things during his life time. He was one of the group of men who formed The Standard Oil Company. Afterwards he built the Florida East Coast Railway and developed many of the prosperous towns on the East Coast. He was one of the pioneers who developed Palm Beach and who told the world about his paradise. It was Mr. Flagler who built The Royal Poinciana Chapel in 1897 in order that there might be in this town a Community Church which would be a House of Prayer for all people.

The first train reached Palm Beach in 1893. The Royal Poinciana Hotel opened in February, 1894. The Royal Poinciana Chapel was built in 1897.

Previous to the erection of the Chapel, there were religious services held in the School House in Palm Beach which was erected in 1884. These services were conducted under the auspices of the Congregational Church, but were merged with the Chapel when it opened. The first minister of the Chapel was Rev. Edwin B. Webb, a Congregationalist.

The following men have been ministers of The Chapel: Rev. Edwin B. Webb, Rev. George Morgan Ward, D.D., Rev. William E. Biederwolf, D.D., Rev. Joseph E. Vance, D.D., Rev. John E. Charlton, D.D., Rev. Thomas M. Brock, D.D., Rev. Samuel M. Lindsay, D.D.

For many years The Chapel was the only place of worship in Palm Beach. Until Saint Edward's Roman Catholic Church was built the Catholic Altar was erected in The Chapel and services held by a Priest from West Palm Beach each Sunday afternoon.

The Chapel has been a House of Prayer for all people since it was built by Mr. Flagler. Here men and women from all denominations come to worship God and listen to the preaching

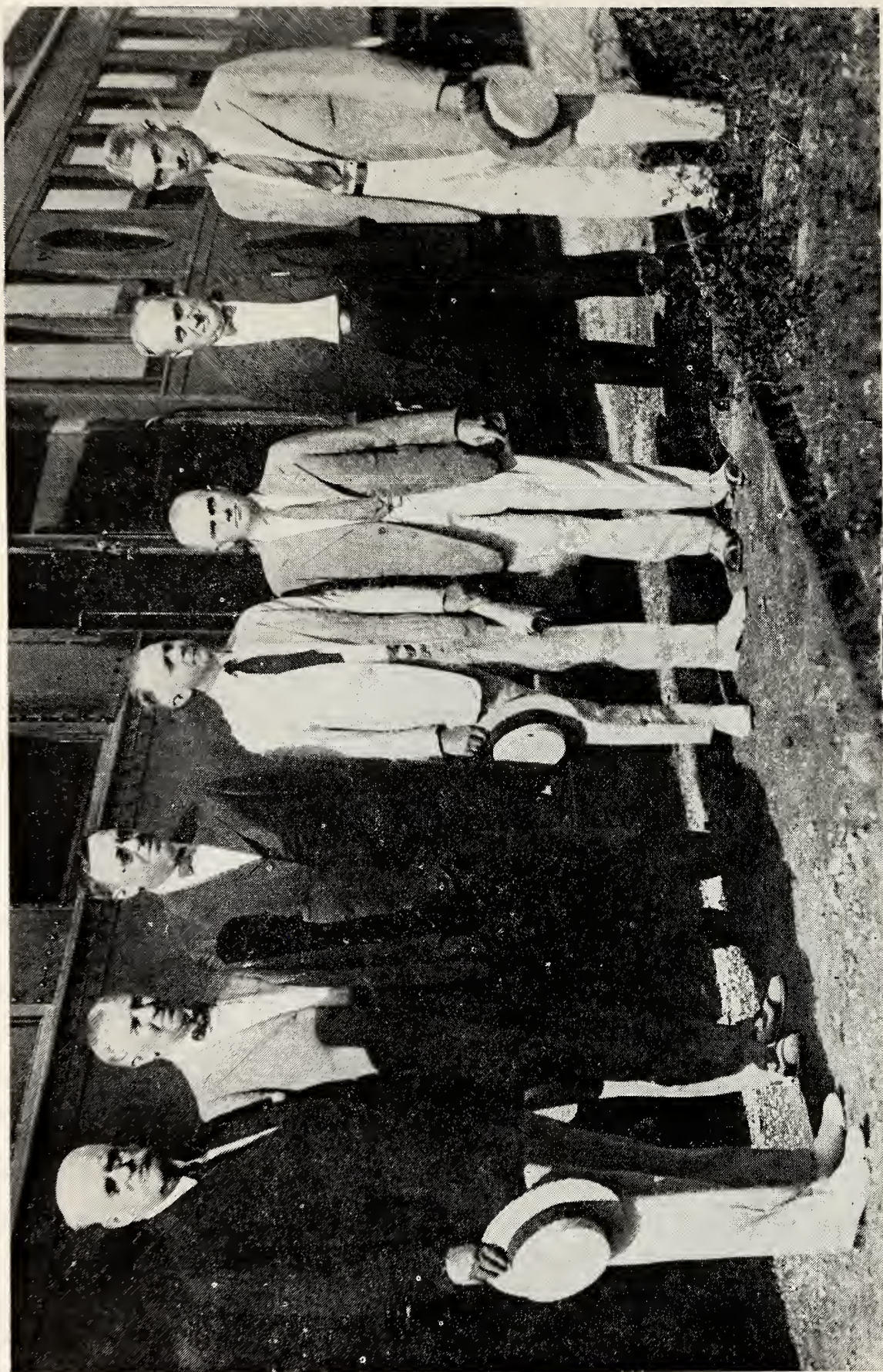
of The Gospel. During the winter months we have two Sunday morning services and there are few churches in Florida attended by such large numbers of people.

The building and grounds of The Chapel are owned by The Florida East Coast Hotel Company.

The Trustees of The Chapel are incorporated and have as their chairman Mr. A. H. Sarver of Detroit.

The Chapel is entirely dependent for its support upon the free will offerings of those who attend the service. We have no other source of income.

Today we honor Mr. Henry M. Flagler who built The Royal Poinciana Chapel and thank all who have perpetuated its spiritual ministry by their generous gifts.



FLAGLER SYSTEM OFFICIAL INSPECTION TRIP BY PRIVATE CAR (Probably Season 1920-21)

Reading from left to right: Wm. H. Beardsley, Wm. R. Kenan, Jr., H. N. Rodenbaugh, Scott M. Loftin, Henry E. Bemis, John W. Hoffman and L. C. Haines.

CHAPTER V

N. C.'s INVENTIVE GENIUS

It's true we haven't produced any Edison or Morse, but we've had some important inventions and discoveries by native-born North Carolinians just the same.

By R. C. LAWRENCE

Although our State has produced no Edison, McCormick, Morse, or Marconi, it has not been entirely destitute of inventive genius. If we could but include patent medicines, I should have a plethora of material upon which to work, for from our State has come such nationally known nostrums as Stanback, B. C., Capudine, and others. The Bromo Seltzer of Carolina's Isaac E. Emerson brought him millions, and it was the dollars derived from the internationally known "Grove's Tasteless Chill Tonic" which built the great Battery Park and Grove Park hotels in our mountain metropolis, and which caused the investment by the magnate of millions in real estate in the Land of the Sky.

It is rather singular that our State has had an intimate connection with the two greatest implements of modern warfare, the machine gun and the airplane, for both had their genesis in Carolina, and the first flight of the Wright brothers from Kill Devil Hill was an epoch-making event in world history which will forever associate the name of Carolina with the fame of the ages.

THE GATLING GUN

Not so famous, but yet a revolutionary invention, was that of our foremost inventive genius, Dr. Richard J. Gatling, who was born in Hertford County and who died as recently as 1903, and whose brother John Gatling practiced the profession of law at Raleigh for many years and served in the Senate as the representative of Wake.

Dr. Gatling, while known to fame as an inventor, was also a physician. Now his mental makeup can be seen from the fact that it was never his intention to follow the science of Hippocrates, and that his study of the healing art was induced solely because of the fact that while on a trip up the Ohio from Cincinnati to

Pittsburgh, his boat became frozen in the ice where it remained during thirteen days. During that time Gatling suffered from the scourge of smallpox, and as there was no physician aboard, he came near death's door. Gatling then and there highly resolved that he would become a physician—not that he intended to practice on others, but merely that he might minister to himself in case of his own illness! And he prosecuted this intention to a conclusion taking his medical degree from a Cincinnati university in 1850.

His first invention was the now antiquated but then new revolving wheel or paddle, used by the old time “side wheel” river steamers, but on taking his papers to Washington he was bitterly chagrined to find that he had been anticipated by another genius a short time previously, proving the theorem that great minds work in the same channel.

FIRST SUCCESSFUL PATENT

His first successful patent was for a machine for planting rice, and while he was engaged in an effort to perfect this machine he moved to St. Louis, where he adopted his invention not only to the planting of rice, but to the successful sowing of wheat in drills. His invention was in extensive use for many years in the wheat-growing states of the great Northwest.

The year in which he received his medical degree saw his successful invention of a practical machine for breaking hemp, and this was followed by a steam plow which he produced in 1867. He also invented a revolutionary method for the distribution of power through the medium of compressed air in underground pipes, but was refused a patent on the ground that this was a discovery and not an invention. So the labor of his brain went for naught.

It was no doubt the cannon's roar ushering in the Civil War which caused Gatling to turn his mind to the production of a more effective implement of warfare, and he invented the machine gun which has since borne his name; a gun which was to be turned toward the land which gave him birth. Although in a crude and imperfect condition, he first demonstrated the possibilities lying in his invention in the spring of 1862, when

his invention was tested in the presence of a distinguished gathering of army officers, and where he succeeded in firing it at the rate of two hundred rounds per minute. But as the gun was still imperfect it was not then purchased by the Government, and Dr. Gatling was still working upon it when the order was given to cease firing at Appomattox. But in 1866 he had so far brought it to perfection that Secretary of War Stanton placed an order for one hundred, and soon thereafter it was adopted officially by our own government and by England, Russia, Turkey, Hungary, Egypt and other powers. Its first large use as an effective implement of warfare was in the Franco-Prussian war of 1870, and its use continued as late as 1898 when it was used by the American forces operating against Santiago, Cuba, in the Spanish-American War. Before his death his invention had been perfected to the point where it was capable of firing one thousand shots per minute. Many honors came to him both at home and abroad, and he served many years as the President of the American Association of Monitors and Manufacturers.

Now from what source came his great inventive genius? It was from his father, for around 1800 that gentleman invented both a machine for planting cotton, and another for thinning the young plants to a stand.

THE NAME OF KENAN

A name even more intimately associated with Carolina than that of Gatling is that of Kenan, for this family has been a famous one in our borders for two hundred years, and from it has come a long procession of legislators, soldiers, statesmen and others who have been outstanding in the public life of our State, and the name of Duplin's county seat bears their honored name.

It was one of this family, the distinguished William Rand Kenan, Jr., who had such an intimate connection with the discovery of Calcium Carbide, and the manner of its discovery is full of human interest. Young Kenan was a student at Chapel Hill in 1892 and was majoring in chemistry, sitting under the distinguished chemist Dr. Francis P. Venable, who later gave

the institution an outstanding administration as its President. Young Kenan had been working off and on on the composition and properties of aluminum carbide, a hard crystalline mass which crumbled on exposure to air and gave rise to a violent evolution of gas when brought in contact with water. This gas burned with a low and very smoky flame.

At this time a member of the famous Morehead family, Major J. Turner Morehead, had a cotton mill and hydro-electric plant at Spray on the Dan River, where he had a surplus amount of water power. He employed one Willson to experiment with an electric furnace in search of a cheap process for making aluminum. He did not make much progress and Dr. Venable was called into consultation. He took his promising student, young Kenan, with him on his visit to Spray. They brought back with them some of the material which at Spray was being wheeled out into the dump pile; a material which, when rained upon, gave off a small quantity of gas with a very noxious odor. Dr. Venable instructed young Kenan to continue to experiment with this waste material. These experiments evolved acetylene gas, which could be produced cheaply and in any desired quantity, but as this burned with a low and smoky flame, efforts were concentrated on purifying the clearness of the light. It was by using a mixture of one part acetylene and four or five parts air, that the wonderful brilliance and beauty of the carbide light was first revealed to the public in the fall of 1892. Many old timers will remember the carbide lights in use on the early automobiles. There was a time in the South when cotton seed were considered as a nuisance, and were either dumped into a stream or else piled and burned as refuse; but all this has been changed so that through chemistry one of the South's most valuable products has been evolved. In like manner the carbide light came from the waste product of the furnace.

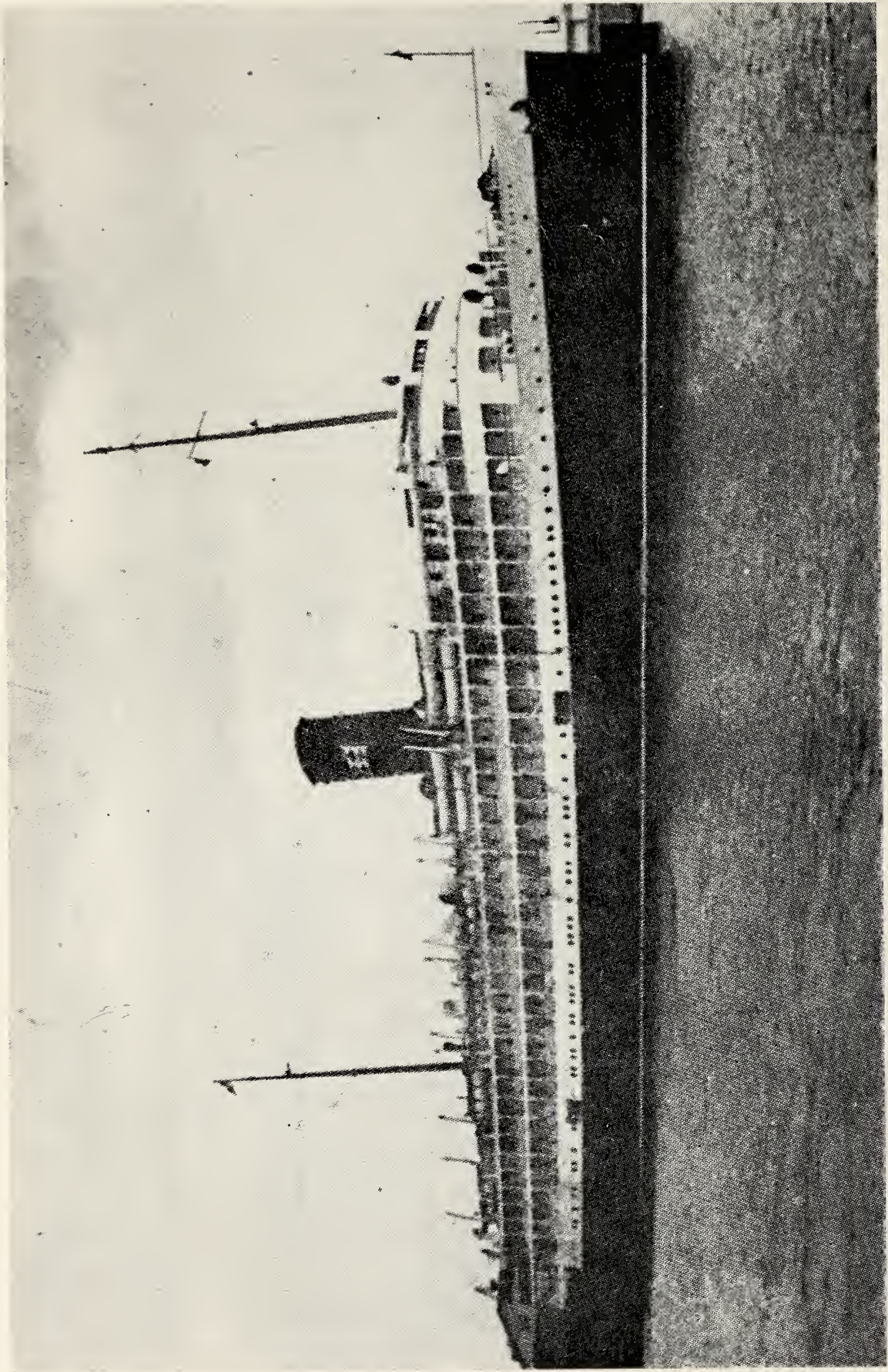
Morehead and Willson were invited to Chapel Hill, where they witnessed the light and were informed that acetylene was the gas evolved from their waste product. An agreement was reached under the terms of which Morehead and Willson were to take out the patent, Dr. Venable was to receive a royalty, and as for young Kenan he was to get—a job! In 1895 he

accepted the offer then made him to take a position placing him in charge of one shift of a plant which was being installed at Niagara Falls for the production of calcium carbide. The success of the discovery can best be judged by the words of Kenan himself: "So from the discard of the little furnace at Spray came a process for making gas that was destined to flame-out the metals of the world and then weld them into the more desirable shape as required by man."

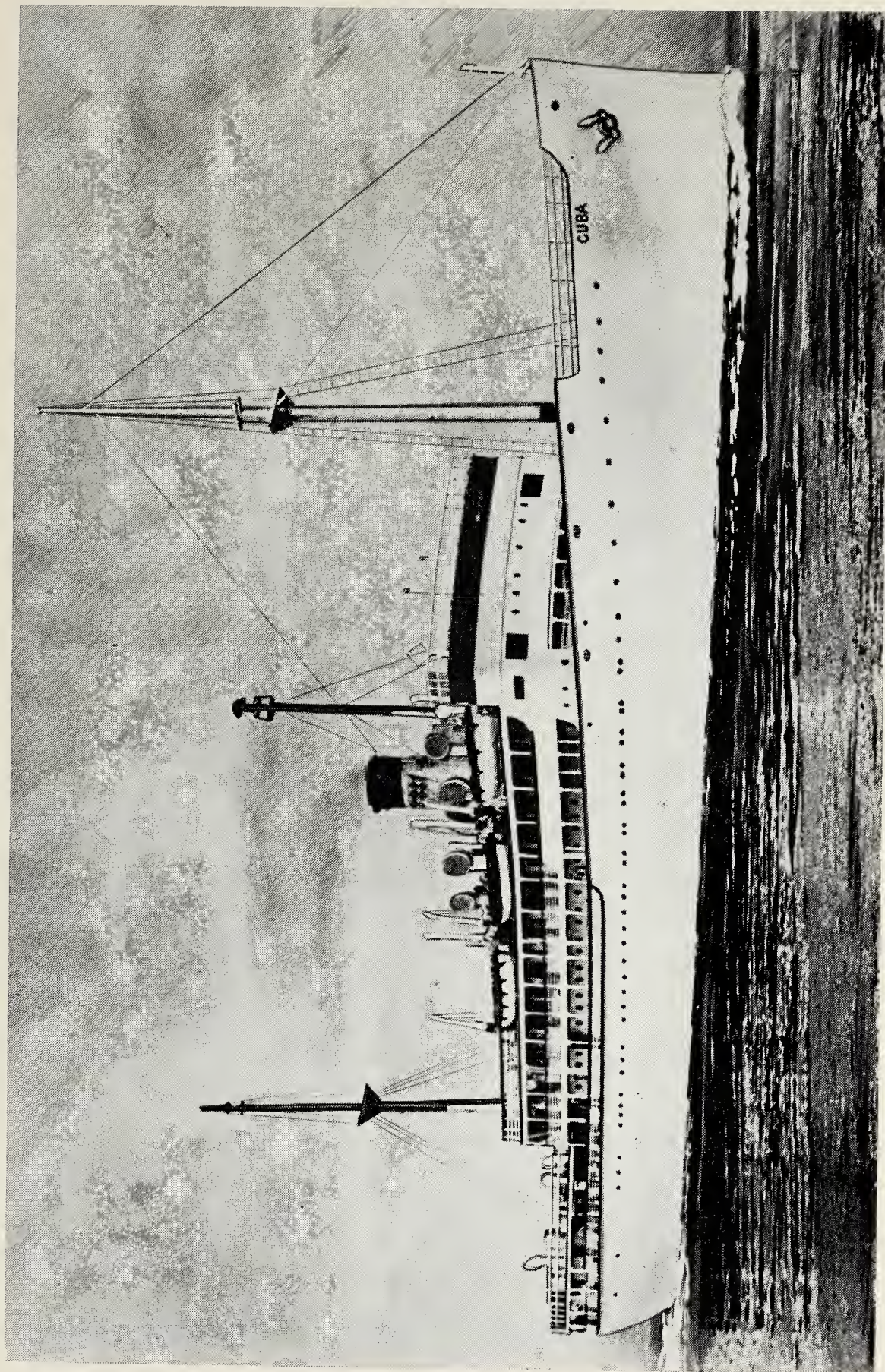
Mr. Kenan rose in the service to become superintendent of the great carbide-producing plants at Niagara Falls and at Sault Ste. Marie, Michigan; and he had a distinguished career as a chemist and as a chemical engineer. He did not forget the early days when he sat at the feet of Venable at Chapel Hill, and today the visitor to our University will see a great stadium, built by the generous munificence of William Rand Kenan, Jr., as the result of efforts which had their genesis on a dump pile in the little town of Spray.

(Reprint from THE STATE)
Nov. 10, 1945

CHAPTER VI



Steamship FLORIDA
P. & O. Steamship Company, Miami, Florida



Steamship "CUBA"
P. & O. Steamship Company, Miami, Florida

CHAPTER VII

My first connection with the Union Carbide was January 1st, 1896, and I worked ten hours each day and seven days each week, as detailed in Chapter VII of the 1st edition of my Incidents by the Way.

When I came to Lockport, N. Y. in June, 1900, with the Traders Paper Company as Assistant Manager and Chief Engineer, I had never seen a paper mill. It was all new to me. That Fall I started designing and constructing Electric Plants, Water and Gas plants in Florida and this had to be accomplished after business hours, because I was required to stay at the Traders Paper plant six days 8 A.M. to 6 P.M. Therefore, to accomplish my Florida work I got up each morning at 5 A.M. and retired at 12:30 each night. This seemed to be noted by my family and friends, as indicated by the following letters:

“Wilmington, N. C., November 14th, 1901.

“My dear Son:

I have yours of the 11th inst. I did not intend to convey in my last any disapproval of your course, but only to recommend, since it was suggested by your very frank statement.

I wish you would attend to the shipment of our Exhibit from Buffalo to Charleston, S. C. and send me the amount of freight and other charges you advance and I will remit very promptly.

I dislike to hear of your working 18 hours out of the 24 and, unless you quit it very soon, you will surely break down, for no one can abuse nature in that way without paying very dearly for it.

Your Mother is at home with me now and is looking a great deal better.

Your fond Father,

W. R. K.

CHEMICAL LABORATORY
The University of North Carolina
CHAPEL HILL

To

Wm. R. Kenan, Jr.
Lockport, N. Y.

Nov. 18, 1901

Dear Will:

Your photograph reached us safely and "The Busters" and all appreciated your sending it.

I worry over it a little because I think I see some of those tired lines in the face that should be still fresh and young.

I am glad to hear of your successes but fear you are working too hard. I trust you will rest some on your trip off. We shall certainly count on a visit from you.

With best wishes

Sincerely yours

(Sgd) F. P. VENABLE
Professor in Charge."

Also similar letters from my sisters and also Dr. Gore, Professor of Electric Engineering at the University of North Carolina.

CHAPTER VIII

GARDEN EXPENSE

Including Flowers, Vegetables and Poultry
433 Locust Street at Lockport, N. Y.

37th year	1949	.....	\$6,647.74
38th "	1950	.....	7,106.41
39th "	1951	.....	6,915.04
40th "	1952	.....	7,599.71
41st "	1953	.....	6,557.93
42nd "	1954	.....	5,888.05

(See Chapter V — Third Edition)

CHAPTER IX

I had been out of contact with the Chemistry profession for a great many years and while I had continued to retain my membership in the American Chemical Society, I had never attended a meeting.

Some of the members of the Western New York Section discovered that I had been a member longer than anyone in this Section and that only six or eight individuals had been members longer than myself in a total of Sixty Six Thousand.

This situation caused them to request me to address the membership which meeting was held each month.

I was really forced to accept, and when I went to Buffalo to attend a dinner and talk afterwards, I was acquainted with only two members.

I arrived about thirty minutes before the time scheduled for dinner, and was pleased to have about ten or twelve members come up and introduce themselves and thank me for coming.

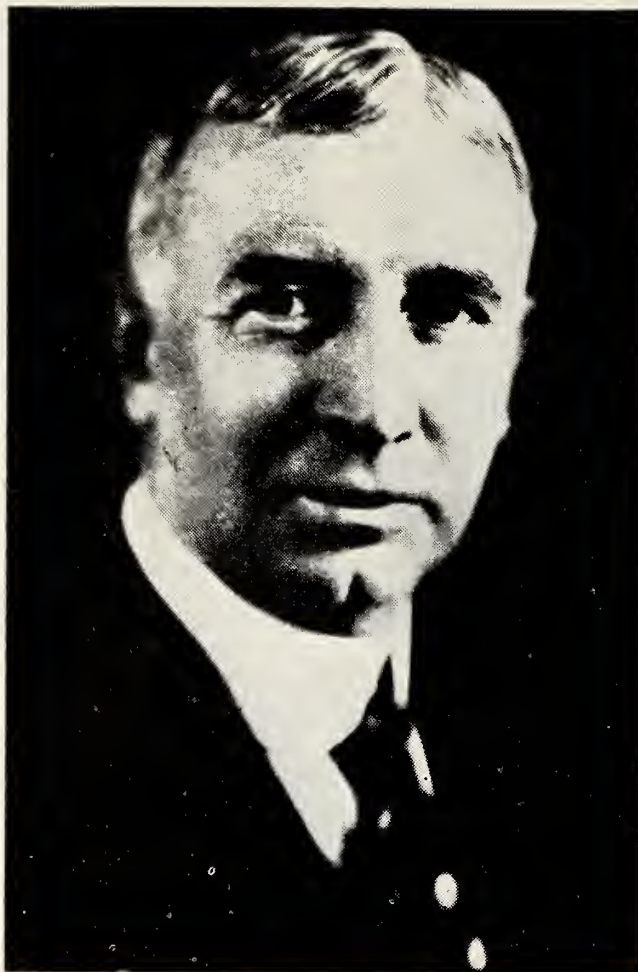
There were about sixty-five to seventy members at the dinner and I spoke directly after. Many more members and their wives came in before I spoke and I estimate a total of approximately two hundred were present. I was much pleased and thanked them for their courteous treatment.

OCTOBER MEETING

Western New York Section
Canisius College

American Chemical Society
Buffalo, N. Y.

TUESDAY, OCTOBER 20, 1953—8:30 P.M.



WILLIAM R. KENAN, JR.

of Lockport, N. Y., will speak on

THE DISCOVERY AND IDENTIFICATION OF
CALCIUM CARBIDE IN THE UNITED STATES

EVERYONE WELCOME

Free Refreshments after the Meeting

Dinner 6:45 P.M.

Canisius College

DINNER BY RESERVATION ONLY. MEMBERS MUST PAY
FOR RESERVATIONS

Telephone reservations or mail enclosed card so as to reach Mr. M. H.
Crompton on or before Friday, October 16, at N. F. 9131,
Ext. 349 (plant) or N. F. 4-9074 (home).

OCTOBER SPEAKER

Dr. William Rand Kenan was born at Wilmington, North Carolina, April 30, 1872. He graduated from the University of North Carolina in 1894 where he studied under Professor F. P. Venable. At a hydroelectric plant in Spray, North Carolina, owned by Major J. Turner Morehead, attempts were being made to obtain aluminum from aluminum oxide by reduction with carbonaceous material in the presence of lime. In the by-product from these tests Professor Venable and Dr. Kenan succeeded in identifying calcium carbide. In 1896 he helped install and operate a plant in Niagara Falls for the production of calcium carbide by use of the electric furnace.

He is a charter member of the Western New York Section and only eight living members of the American Chemical Society have been members for a longer time than Dr. Kenan, who joined in 1894. He is also a charter member of the American Electrochemical Society and of its Niagara Section.

His principal interest for the past 30 years is his Randleigh Farm near Lockport. He also has established a boys' camp on Lake Ontario known as Camp Kenan.

DR. WILLIAM RAND KENAN, JR.
CHEMIST, ENGINEER, SCIENTIST, EXECUTIVE, FARMER,
FINANCIER, PHILANTHROPIST
CHARTER MEMBER OF THE SECTION — 60 YEAR MEMBER
OF THE A.C.S.

Committee on History and Records
Raymond W. Hess, Chairman

Dr. William Rand Kenan, Jr., of Lockport, New York, is distinguished in many respects in the chemical field. He is one of the three present members of the Western New York Section of the ACS who are charter members as of 1905. He has been a member of the ACS longer than any other member of the Section. He joined the ACS in 1894 making this his 60th year of continuous membership. Only eight of the 66,000 members have been members for a longer time. None of these eight have held membership for more than three years longer. He is a charter member of the American Electrochemical Society (founded in 1902) and of its Niagara Section.

Dr. Kenan is also distinguished for his contributions to the chemical industry. During the period 1892-1900 he had a part in discovering and germinating the technical seed which has grown into the mighty Union Carbide and Carbon Corporation. Before he was 26 years of age he traveled completely around the world in connection with the development of the Carbide and Acetylene industries. His achievements in many other fields since that time have been no less remarkable, and his scientific and technical achievements have continued to be outstanding. In recognition of these diversified contributions to science and humanity the degree of Doctor of Laws was conferred upon him by the University of North Carolina in 1944.

BIRTH AND HOME LIFE

Dr. Kenan was born at Wilmington, North Carolina, April 30, 1872, of a family which has been illustrious in that state ever since it settled there in 1730. He married Alice Mary Pomroy of Lockport, New York, in 1904. She died in 1947. He paid a gracious tribute to her in "Incidents by the Way."

Although there were no children born of this marriage, Dr. Kenan has shown a keen interest in boys in connection with his farm and Y.M.C.A. Camp.

He has made Lockport, New York, his primary home since 1900 but has maintained residence in New York City (also an office) and Florida. In Lockport he alternates his residence between his city and farm homes.

On the 24 acre lot of his home in Lockport he grows feed for chickens, ducks and turkeys which are raised on the place. On this lot are also "King Tut" pea plants which are said to be descended from a 3300 year old seed found in King Tutankhamen's Egyptian tomb in 1922. Two of his favorite plants in the greenhouse on this property are a white Jasmine Vine and a Night-Blooming Cereus.

Dr. Kenan's hobbies also include the Kenan Camp for boys and his Randleigh Farm as well as photography.

SCHOOLING AND INVESTIGATION OF CARBIDE

Dr. Kenan was graduated from the University of North Carolina in 1894 with a BS degree in science. While a student he worked with the renowned Dr. F. P. Venable, Professor of Chemistry, in identifying calcium carbide as a by-product resulting from experiments by T. L. Willson, who was attempting to reduce aluminum oxide with carbonaceous material and lime in an electric furnace. This investigation also involved studying conditions for use of acetylene, generated from carbide, as an illuminant. During 1893-94 he assisted in the University's chemical laboratory and during the following summer he was engaged in chemical analyses for the State Geological Survey.

While teaching mathematics and science, serving as football coach, captain and player; as gymnasium director, as baseball player, and as leader of the German Club at St. Alban's School, Radford, Virginia, 1894-95, he took a correspondence course in electrical engineering. During the following summer he was employed by the General Electric Company to assist in installing a steam and electric plant at the University of North Carolina.

MANUFACTURE OF CARBIDE AND ACETYLENE

In the Fall of 1895 he returned to the University as instructor and post-graduate student in chemistry but went to Niagara Falls, New York, early in 1896 to help install and operate a plant for the production of calcium carbide by use of the electric furnace. The letter, offering him this position, reflected the sharp contrast with present day conditions of employment. He was offered \$25 per week for 10 hours per day, 7 days per week.

During the following five years he helped to construct plants for and develop production of carbide in other parts of the United States, Australia and Germany. He also went to Lockport, N. Y. in 1896 for the purpose of installing an electric furnace at the Cowels Aluminum Company.

OTHER INDUSTRIAL AND COMMERCIAL ACTIVITIES

With the turn of the century Dr. Kenan shifted his technical, executive and financial assets to other activities, the variety of which is shown by the following list, giving initial dates for each appointment:

Traders Paper Div., United Boxboard & Paper Co., Lockport, N. Y. Assist. Mgr. (const. & oper.) 1900. Gen. Mgr., 1903.

Lockport Pulp Co., Lockport, N. Y. Owner & Operator, 1900.

Gas plants, N. Y., N. J. & Florida. Purchased with R. B. Goodman. Converted from coal to water gas and sold, 1902.

Florida East Coast Hotel Co., St. Augustine, Fla. Consultant and Construction Engineer 1903. V. P. & Dir., 1914. Ex. V. P., 1922. Pres. & Dir., 1924.

Carolina Apartment Co., Wilmington, N. C., Pres. & Dir., 1907.

Western Block Co., Lockport, N. Y., Treas. & Dir., 1907. Pres. - Dir. - Ex. Com., 1939.

Niagara Co. Nat. Bank, Lockport, N. Y., Dir., 1902.

The Flagler System. Executor and Trustee, 1913.

Miami Electric Light & Power Co., Miami, Fla., Pres. & Dir., 1913.

Miami Water Co., Miami, Fla., Pres. & Dir., 1913.
 Record Co., St. Augustine, Fla., Dir. & Ex. Com., 1913.
 Peninsular & Occidental Steamship Co., Jacksonville, Fla.
 Dir. & Ex. Com., 1913. V.P.-Dir.-Ex. Com., 1941. Pres., 1948.
 West Palm Beach Water Co., W. Palm Beach, Fla., Pres. &
 Dir., 1913.
 Florida East Coast Railway, St. Augustine, Fla., V. P. & Dir.,
 1914. Ex. V. P., 1922. Pres. & Dir., 1924. Co-Receiver, 1931.
 Florida East Coast Car Ferry Co., St. Augustine, Fla. V. P.
 & Dir., 1914. Ex. V. P., 1922. Pres. & Dir., 1924.
 Model Land Co., St. Augustine, Fla., Pres. & Dir., 1923.
 Perrine Grant Land Co., St. Augustine, Fla., Pres. & Dir.,
 1923.
 Chuluota Land Co., St. Augustine, Fla., Pres. & Dir., 1923.
 St. Augustine Golf Development, St. Augustine, Fla., Pres.
 & Dir., 1923.
 Jacksonville Terminal Co., Jacksonville, Fla., Dir., 1924.
 Fruit Growers Express Co., Washington, D. C., Dir. - Ex.
 Com., 1930.
 Railroad Credit Corp., Baltimore, Md., Dir., 1935.
 Am. Power & Light Corp., N. Y. City, Dir. - Ex. Com., 1935.
 Niag. Co. Bank & Trust Co., Lockport, N. Y. Chrm. Board,
 1945.
 Marine Trust Co. of Western New York, Chairman of Ad-
 visory Board, 1949.
 Florida Power & Light Co., Miami, Fla., Dir., 1951.
 Upson Co., Lockport, N. Y., Dir., 1951.

RANDLEIGH FARM

Although Dr. Kenan, the chemist, engineer and scientist, has
 been active in several of his many enterprises since the turn of
 the century, his main interest for the past thirty years has been
 his nationally famous Randleigh Farm, 3½ miles east of Lock-
 port. This farm covers 700 acres of land and has over 200
 head of the nation's finest Jersey cattle which have been awarded
 some 300 medals.

This is an experimental farm for which the objective is development of methods for "A Cleaner and Better Milk Supply for Mankind." Here the resources of chemistry, biology, nutrition, physiology, sanitation and engineering are focussed on that objective from raising the feed on his farm to the delivery of milk for human consumption. Many prominent scientists from Universities, Research Institutes and Industry have collaborated in this project. Each year these scientists attend a Scientific Congress on the project at the Randleigh Farm. In addition, about two dozen graduates of agricultural colleges work on the Farm as students of postgraduate courses. Dr. Kenan's six volume "History of the Randleigh Farm" is said to be essentially a valuable manual for dairy breeding and dairy science. In 1945 the second Master Breeder's Award of the American Jersey Cattle Club, which he has served as Vice-President, Director and Member of the Executive Committee, was awarded to Dr. Kenan for his distinguished services in this connection.

In view of this program it is not surprising that Dr. Kenan describes the Randleigh Farm under a list of his philanthropies titled "How I Spent My Money" in "Incidents By The Way." These expenditures for land, buildings, equipment and stock have amounted to more than \$500,000.

The general community interest in this Farm is reflected at the INN, erected in 1932, where one comes to obtain dairy products, sit in arm chairs while eating the farm's delicious ice cream and watch, through plate glass, the milking operations which reflect the epitome of scientific dairying. The ice cream contains an exceptionally high proportion of cream and none of the customary air. Customers come from as far as Buffalo and Niagara Falls during the entire year to obtain weekly supplies of milk and cream.

OTHER MEMBERSHIPS AND HONORS (With Initial Dates)

American Institute of Electrical Engineers (1897); National Dairy Association (1924); National Farm Chemurgic Council (1937); Newcomen Society, London, England (1939).

Town and Country Club, Lockport, N. Y. (1904); University Club, New York City (1906); Tuscarora Club, Lockport, N. Y. (1910); Bankers Club of America, N. Y. City (1924); Rotary Club, Lockport, N. Y. (honorary member) 1943; Country Club of Buffalo, N. Y. (1944); Lockport, N. Y.; Y.M.C.A., President Trustees (1929), Certificate of Service to Youth (1944).

One of his favorite organizations appears to be the University Club, Niagara Falls, N. Y., which he joined in 1896, its second year. He has attended nearly all fifth year reunions since that time. Considerable space to the history of this club is given in his three volumes of "Incidents by the Way."

PHILANTHROPIES

Exclusive of the Randleigh Farm, Dr. Kenan's philanthropies have been in excess of \$800,000. His donation of Kenan Stadium, and subsequent additions, to the University of North Carolina, amounted to about \$443,000. He has also given about 200 books, all of his American Chemical Society and Electrochemical Society Journals and more than \$11,000 in cash to the Chemical Library, University of North Carolina. Camp Kenan for boys, which he donated to the Lockport Y.M.C.A., has cost Dr. Kenan approximately \$150,000. In addition he derives great satisfaction from devoting considerable time to this camp. His other philanthropies in North Carolina, Florida, and Lockport have included several other educational institutions, churches, the Y.M.C.A., the Y.W.C.A., Red Cross, Community Chest, a nurses' home and a historical association.

"KENANISMS"

It is of interest to note the philosophy of this distinguished scientist who has been so successful economically. Here are a few bits of it gleaned from his "Incidents by the Way."

"Education is not a static thing. It is not a culture which a man puts on as he would a suit of clothes. It is a dynamic thing. Education should concern itself with the whole personality, not the brain alone."

“Nothing in education is so astonishing as the amount of ignorance it accumulates in the form of inert facts.”

“Brilliancy has its place, but it cannot be substituted for honesty, industry or character.”

“What you think determines what you are—we are no larger than our thoughts. It is not by man’s purse, but by his character, that he is rich or poor. No feeling of satisfaction quite equals that of having done a difficult job extremely well.”

“Results are determined not so much by the number of hours man puts in, rather by what the man puts into the hours.”

“No one perhaps ever reaches his goal, but that is not failure. Real success comes with steady pursuit of what you are trying to accomplish.”

“If all men could know that death is only an incident, and that life is to continue for good or ill right on, and if they could know that under the working of the law of cause and effect they are making that future life day by day; that its condition is to be determined thus, and not by creed or belief or ritual or worship as such, but by character, is it not plain that this would become the mightiest of all possible motives. If it can be attained, here is a power able to lift and transform the world.”

ACKNOWLEDGMENTS

We are grateful to Dr. Kenan for supplying the Committee on History and Records, for its permanent files, with a copy of his “Calcium Carbide and the Process of Its Manufacture” and his three volumes of “Incidents by the Way.” The enthusiastic assistance of Robert M. Fowler and Walter P. Ericks in collecting information for this biographical sketch is also gratefully acknowledged.

OCTOBER MEETING

The Western New York Section had as its honored dinner guest Dr. William R. Kenan, Jr., the oldest living member of the Section. After the dinner Dr. Kenan gave a short talk on some of his early work on calcium carbide and acetylene. His remarks covered the period from 1892 when he was a student

under Dr. F. P. Venable at the University of North Carolina, through his establishment of the first commercial plant for the production of calcium carbide at Niagara Falls in 1896.

MESSAGE FROM OUR CHAIRMAN

The dedication of this issue of the DOUBLE BOND to William Rand Kenan, Jr., our speaker for the October 1953 meeting, is a proper means for our Society to honor this gentleman of many activities. His contributions in chemistry began in 1892 and continued through 1894 under Dr. F. P. Venable at the University of North Carolina on the proof of formula of calcium carbide and its conversion to acetylene.

He came to the Carbide Manufacturing Co. in Niagara Falls in 1896 and was active in electrometallurgy in many locations for the next four years. He then turned to paper mills, power plants, apartment houses, banking, railroads, steamships, hotels and finally, to dairy cattle farming.

This active, quiet-spoken, quick-acting octogenarian belies his age and is at home with all ages and classes of people. It has been my pleasure to have known him for almost twenty years and my only regret is that he did not further direct his restless energy and brilliant mind to the chemical industry.

James S. Sconce.

THE ALUMNI REVIEW — UNIVERSITY OF NORTH CAROLINA JANUARY, 1954

William R. Kenan, Jr. '94 was principal speaker at the October meeting of the Western New York Section of the American Chemical Society, held at Canisius College in Buffalo, N. Y. Mr. Kenan was a charter member of the Western New York Section. Only eight living members of the American Chemical Society have been members longer than Mr. Kenan, who joined in 1894. The subject of his recent talk was "The Discovery and Identification of Calcium Carbide in the United States" in which he told the story of the work done by the late President F. P. Venable and him in the University laboratory at Chapel Hill.

*Reprint from
NIAGARA FALLS "DOUBLE BOND", October, 1953
Western New York section of American Chemical Society*

KENAN ADDS TO GIFTS AT CHAPEL HILL

Recent dedication of new \$150,000 guest, press and radio facilities in Kenan Memorial Stadium of the University of North Carolina at Chapel Hill marked the latest in a series of gifts to the university by a distinguished alumnus, William Rand Kenan, Jr., 433 Locust St.

An account in the Winston-Salem (NC) Journal and Sentinel reports that Mr. Kenan provided half of the \$150,000 needed to provide the new facilities which can accommodate 200 guests, 100 sports writers and working newspapermen besides filling radio and press photography requirements.

PARENTS HONORED

The stadium, designed as an amphitheater for commencement and other university functions as well as athletics, was built in 1926 at a cost of \$303,000, including a field house. Mr. Kenan contributed a major share of the original cost and later provided more money to supply portable steel stands to increase the stadium's capacity from 24,000 to 45,000 persons.

The stadium was dedicated in 1927 to the memory of William R. and Mary Hargrave Kenan, parents of the Lockport philanthropist for whom the YMCA's Camp Kenan is named. He was graduated from the University of North Carolina in 1894 after active participation in all forms of athletics.

PRAISE RENDERED

The Winston-Salem newspaper quotes a portion of the dedicatory message delivered by Chancellor R. B. House at the recent North Carolina-Virginia football game which Mr. Kenan attended, as follows:

"Mr. Kenan, although a great athlete, did not neglect the brain, the books, the laboratory. Even as an undergraduate he participated with Dr. F. P. Venable in one of the great discoveries of the age—that of acetylene gas. Nor in his strenuous career in chemistry, engineering, and business in the United States and in Australia did he forget fellowship and character.

"He has interested himself in boys, from the youngsters in his neighborhood at Lockport, New York, to the Summer camp

and the YMCA. As he built industrial plants and railroad, he built also chemical libraries, university clubs, schools and churches.

HOBBIES RECALLED

“His interest in gardening and dairying as hobbies has revolutionized agriculture in his region of New York State, and brought momentous discoveries in nutrition and health. His work and his play have been a productive unit of education in brain, character, and joyous fellowship.

“Not only as a personal donor, but as trustee of the Kenan Endowment for Professorships, given by his eldest sister, Mary Lily Kenan, he has so managed as to build up that great gift. His sister, Sarah Kenan, has endowed the Department of Philosophy and the Southern Historical Collection. His sister, Jessie Kenan, has endowed the Loan Funds. His uncle, Thomas Stephen Kenan, headed the alumni for 40 years. His great-great-grandfather, Christopher Barbee, gave a great part of the university campus. It is with gratitude to this great individual in a great family, in a great tradition of loyalty and generosity, that the University of North Carolina seeks to honor William Rand Kenan Junior, today.”

“ ‘A gift is as a precious stone in the eyes of him that hath it.’ ”

KENAN TELLS CHEMISTS HOW HE FOUND CALCIUM CARBIDE

A prominent Lockportian, William R. Kenan, Jr., 433 Locust St., known for many business interests, prize herds and philanthropies, Tuesday evening told members of the Western New York Section of the American Chemical Society in Canisius College, Buffalo, of his role in the discovery and identification of calcium carbide.

Dr. Raymond W. Hess, of the National Division, Allied Chemical and Dye Corp., introduced Mr. Kenan. James S. Sconce, of the Hooker Electrochemical Co., Niagara Falls, section chairman, presided.

The group's October issue of “The Double Bond,” dedicated to Mr. Kenan as “a proper means for our society to honor this

gentleman of many activities," carries a biography of the Lockport chemist, engineer, scientist, executive farmer, financier and philanthropist it was prepared by Dr. Hess, chairman of the committee on history and records.

President of the Western Block Company here and a director of the Upson Company, Mr. Kenan was escorted to Buffalo by Dr. Walter P. Ericks, Upson's director of research, and Mrs. Ericks.

In a brochure, Mr. Kenan related the discovery of "a process for making gas that was destined to flame-out the metals of the world and then weld them into the more desirable shape as required by man."

He also wrote a description of the electrical apparatus used at the Sault Ste. Marie works of the Union Carbide Co., where he was superintendent in 1898-99.

Included in the pamphlet is an article, "Some Interesting Facts Relative to Calcium Carbide and the Process of Manufacture," which Mr. Kenan wrote at the request of the German Acetylene Co., Berlin, and never before published in this country.

Mr. Kenan's own story of the discovery and identification of calcium carbide which he related Tuesday evening follows:

"During the spring and summer of 1892, while a student at the University of North Carolina, at Chapel Hill, I had been working off and on, with frequent interruptions for classes and other engagements, studying the composition and properties of some aluminum carbide and some hard crystalline mass, which disintegrated and crumbled on exposure to the air and gave rise to a violent evolution of gas when brought in contact with water. This gas was inflammable, burning with a very smoky flame."

"Dr. F. P. Venable, Professor in Chemistry, had obtained his matter while on a visit to the little Village of Spring, Rockingham County, N. C., near the junction of the Smith and Dan Rivers, where Maj. J. Turner Morehead had a cotton mill and a hydroelectric plant with a surplus amount of water. Maj. Morehead had employed T. L. Willson to experiment with an electric furnace for a cheap process of making aluminum. Mr.

Willson was not making much progress and Dr. Venable was called in as a consultant.

“Among other plans tried to liberate aluminum from the oxide, some more positive element like calcium was sought and, in the effort to produce calcium, lime was mixed with tar and other forms of carbon and treated in this furnace, and when cleaning out the furnace, this crystalline mass had been discarded, as there was no very evident mode of utilizing it in the manufacture of aluminum.

“This dark colored, spongy mass containing a large amount of graphite had been wheeled out on the dump, and when rained on, gave off a small amount of gas with a considerable noxious odor. This is what Dr. Venable had instructed me to investigate and find out of what it was composed.

“It was easy to recognize we were dealing with a carbide of calcium. The analyses were satisfactory on account of the presence of graphite particles and of the partial decomposition of the specimens.

“A more important question to settle was the nature of the gas evolved. That it must be a hydrocarbon was a conclusion easily reached and the smoky flame with which it burned pointed to a very large portion of carbon. When the strong smell was taken into consideration the choice among the known gaseous hydrocarbons was very limited. I passed some of this gas through an ammoniacal copper solution and immediately a copious precipitate was produced which was recognized without difficulty as copper acetylide.

“With this comparatively cheap and convenient method of making acetylene in any desired quantities and the possibility of its use as an illuminant, the first thought was to overcome the smokiness by mixing with a large proportion of air. On trying a mixture of one part acetylene with four or five parts of air, using an ordinary bat-wing burner, the wonderful brilliance and beauty of this really remarkable light were revealed for the first time in the country in the late fall of 1892.”

Mr. Kenan went on to describe experiments for better ways of burning, how Maj. Morehead and Mr. Willson witnessed the light at Chapel Hill and “were informed of our discovery that

acetylene was the gas evolved from the waste product of their furnace.”

Mr. Kenan said he gave Mr. Willson his notebook covering the work done and that Mr. Willson applied for a patent in his own name and sold the rights covering different districts in the nation. The first unit to start operations in 1895 was a syndicate formed in Philadelphia under the name of the Carbide Manufacturing Co., with Samuel L. Kent as president.

“The Philadelphia Company, having obtained certain district rights for the United States,” Mr. Kenan said, “began construction in the fall of 1895 on the first plant at Niagara Falls.”

Mr. Kent offered Mr. Kenan a job working ten hours a day, seven days a week, at a pay of \$25. His duties included supervision of the plant and the workers, further tests, and “we will expect you also to keep the time of the other men, to make out the payrolls and to attend to the correspondence and the shipments of the carbide and the receipts of lime and coke.”

Mr. Kenan added: “This offer may seem amusing to many in this day and age, but I accepted it with alacrity. It looked to me like an unusual opportunity and I was only too happy to receive the appointment” to help construct and operate the first plant of the new company.

KENAN TO TELL HOW HE DISCOVERED CALCIUM CARBIDE

The discovery and identification of calcium carbide in which he played an important part will be described by William R. Kenan, Jr., 433 Locust St., Tuesday evening at 8:30 before the Western New York Section of the American Chemical Society in Canisius College, Buffalo.

Mr. Kenan, who is president of the Western Block Company, is a charter member of the society. Only eight living persons have been members longer than Mr. Kenan who joined in 1894. He also is a charter member of the American Electrochemical Society and of its Niagara Section.

His principal interest for the past 30 years has been Randleigh Farm in Chestnut Ridge Road, east of Lockport. His

generosity has made it possible for the Lockport YMCA to establish and operate Camp Kenan, a boys' camp on Lake Ontario, near Barker.

Mr. Kenan was born in Wilmington, N. C., April 30, 1872. He was graduated in 1894 from the University of North Carolina where he studied under Prof. F. P. Venable.

At a hydroelectric plant in Spray, N. C., owned by Major J. Turner Morehead, attempts were being made to obtain aluminum from aluminum oxide by reduction with carbonaceous material in the presence of lime.

In the by-product from these tests, Prof. Venable and Mr. Kenan succeeded in identifying calcium carbide. In 1896 he helped install and operate a plant in Niagara Falls for the production of calcium carbide by the use of the electric furnace.

MIAMI PAPER PAYS TRIBUTE TO W. R. KENAN

William R. Kenan, Jr., 433 Locust St., Lockport, is identified in the Miami (Fla.) Herald under date of March 25 as "one of a band of trained-in-Florida men who direct the operations of Florida Power & Light Company under the guidance of 30,000 stockholders."

The tribute to Mr. Kenan was published as part of a page devoted to the Florida Utility Company and its personnel. A clipping was sent to Dennis M. Walker, 15 Orchard St., by his son, Kenneth D. Walker, who is a member of a Miami public accounting firm.

Of Mr. Kenan, the Miami Herald had the following to say:

Kenan, 81, is a key man in the extensive Flagler interest in Florida and, although he now lives in Lockport, N. Y., his name has been linked with development enterprises all along Florida's East Coast since the turn of the century.

He has made outstanding contributions in the chemical industry, and in scientific and technical fields.

The internationally known engineer designed and built Miami's first electric plant in 1903, nine years after his graduation from the University of North Carolina. Always interested

in the state, he has invested much time and money here ever since.

At his alma mater, he first helped to install a steam and electric plant. In 1896, he assisted in the installation and operation of a plant for the production of calcium carbide in Niagara Falls, N. Y., receiving \$25 a week for working 10 hours a day, seven days a week.

Following the same line of work, he traveled throughout the United States and to Australia and Germany.

The distinguished scientist has been awarded the degree of Doctor of Laws by the University of North Carolina from his many contributions to science and humanity.

World-renowned achievements as a chemist, engineer, executive, scientist and farmer have made him economically successful and he is also well known for his philanthropies. Among his many projects are Camp Kenan, the YMCA camp for boys.

He was president of the Florida East Coast Railway, later co-receiver. From 1913 to 1924 he was president and director of FP&L, then called the Miami Electric Light & Power Co.

Other Florida enterprises in which he is active are the Peninsular and Occidental Steamship Co., Model Land Co., St. Augustine Golf Development and Florida East Coast Hotel Co.

In addition to Kenan, who was elected a director in 1951, other board members are Elmer Erickson, Robert H. Fite, Alf R. Nielsen, Benton W. Powell, Fleming G. Railey, William A. Shands, H. E. Simpson and McGregor Smith.

*Reprint from UNION-SUN and JOURNAL, Lockport, N. Y.
Jan. 7, 1950 — Oct. 16, 1953
Oct. 22, 1953 — April 15, 1954.*

PLACE BRONZE PLAQUE ON KENAN MEMORIAL

The City of Wilmington finally got around to placing a bronze plaque on the Kenan Fountain at the corner of Market Street and Fifth Avenue.

A matter of dispute for a number of years because it extended into the street on each side, the fountain was finally reduced in size and has now been lighted for the passerby.

A gift to the City of Wilmington by Wm. R. Kenan, Jr., the following inscription appears on the bronze plaque, placed on the fountain this week:

“Kenan Memorial Fountain, erected 1921. Through the medium of this bronze tablet, authorized by Wilmington City Council and placed in 1953 a grateful citizenry express profound appreciation for the action of Mr. Wm. R. Kenan, Jr. in presenting to his native city this lovely fountain. It is a beautiful memorial conceived in filial gratitude and dedicated in memory of his beloved parents Capt. Wm. R. Kenan (a gallant soldier of the Confederacy), and Mary Hargrave Kenan.”



WILLIAM RAND KENAN, JR.

The career of William Rand Kenan, Jr., has been largely identified with the State of New York, and his name is well-known one as president of the Flagler Corporation, and in connection with such varied interests as engineering, cattle breeding, and property development. It is for the latter aspect of his work that he is chiefly known in Florida, where he makes his home during a large part of the year.

A native of Wilmington, North Carolina, Mr. Kenan was born April 30, 1872, son of W. R. and Mary (Hargrave) Kenan. His father was a wholesale merchant in Wilmington, and also held the office of collector of the port. He held the rank of adjutant general in the National Guard of the State of North Carolina.

William Rand Kenan, Jr., received his preliminary education at Catlett's Boys' School, after which he entered Horner Military Academy in Oxford, North Carolina, graduating in 1890. He graduated from the University of North Carolina in 1894 with the degree of Bachelor of Science in Chemistry. The same university granted him the honorary degree of Doctor of Laws more than a half century later, in 1945.

Beginning his career in the technical field, Mr. Kenan became chemical engineer with the Union Carbide and Carbon Company in New York City. As he advanced to increasingly responsible positions, he was placed in charge of important construction engineering projects all over the world, a large part of this work involving the building of smelting plants.

In the course of his career he made the acquaintance of Mr. Flagler, founder of the Flagler Corporation, and the two became close friends and were associated in many enterprises, among which were the construction of the Breakers Hotel, and later the Palm Beach Hotel. Mr. Kenan ultimately assumed the position of president of the Flagler Corporation, which he fills today. He also owns the Western Block Company, producing tackle block and sheaves and located at Lockport, New York. This enterprise was established in 1902.

Actively identified with organizations centered in his lifetime profession, Mr. Kenan is a member of the American Chem-

ical Society, the American Electrochemical Society and the American Institute of Electrical Engineering. He belongs to the American Jersey Cattle Club, and the University Club and Bankers Club of New York City. He is chairman of the board of the Niagara County National Bank of Lockport, New York.

Mr. Kenan's fraternity is Sigma Alpha Epsilon, and he is a communicant of the Presbyterian Church.

At Lockport, New York, April 4, 1904, William Rand Kenan, Jr., married Alice Mary Pomroy. They have no children. Their Florida residence is the Ponce de Leon Hotel in St. Augustine.

(The foregoing appears in —

"FLORIDA"

Historic - Dramatic - Contemporary

Family and Personal History

Volume IV

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New York

1952)

STARTING WHO'S WHO OF FPL DIRECTORS

(What are FPL directors like—that is, the ones who are not closely associated with the day-to-day management of the Company? Company members and others have asked the question so frequently that in this issue of Sunshine Service News is inaugurated a series of articles which will tell something of the background of each of these directors.)

Mr. William Rand Kenan, Jr., of Lockport, N. Y., is one FPL board of directors member who actually was concerned in the utility business in territory now served by FPL long before Florida Power & Light Company was formed.

He was very much concerned with bringing electricity to Florida for he designed and constructed the state's first plants around the turn of the century. In 1900, he gave Florida its earliest electric plants for the Breakers and Poinciana hotels in Palm Beach and the Continental in Atlantic Beach.

In 1903, he designed and constructed the power plant for the Miami Electric Light & Power Co. and in 1913, he became president and director of that organization, which is a predecessor of FPL. His appointment as a director of FPL a few years

back is thus in the nature of a “homecoming” to him with the Company.

Mr. Kenan is distinguished in the Chemical field and for his many and diversified contributions to science and humanity, the degree of Doctor of Laws was conferred upon him by the University of North Carolina in 1944.

Mr. Kenan was born in Wilmington, N. C., April 30, 1872 and was married in 1904 to Alice Mary Pomroy of Lockport, N. Y. in 1904. She died in 1947.

He has made Lockport, N. Y., his primary home since 1900 but has maintained residence in New York City and in Florida. He has been active in many enterprises as a chemist, engineer and scientist and also maintains the nationally famous Randleigh Farm near Lockport. The farm covers more than 700 acres and has over 200 head of the nation’s finest Jersey cattle. He has used the farm for experimental purposes to produce the cleanest and best possible milk supply for mankind. Over the years, prominent scientists have collaborated in this project.

Randleigh Farm is one of his many philanthropies. He donated Kenan Stadium to the University of North Carolina and donated \$150,000 to the Lockport YMCA for building and maintaining Camp Kenan for boys, among other projects.

He graduated at University of North Carolina in 1894 as a bachelor of science and was soon launched on a busy career which has taken him into many fields throughout the world.

Reprint from SUNSHINE SERVICE, September, 1954

*House organ
Florida Power & Light Co.*

AD ASTRA PER ASPERA (Editorial Correspondence.)

Chapel Hill, N. C.—One of the most beautiful and inspiring sights in the history of the University was the commencement occasion in the Kenan Stadium Monday night. It was the culmination of a commencement unique in the history of the University. It was the first time the graduating exercises were held in the open air and the first time they were held at night. It was as impressive as it was beautiful and colorful. Just be-

fore sunset, preceded by President Graham, of the University, and the Governor of the State, the faculty numbering more than two hundred in their gowns of many colors and the more than four hundred graduates with the hooded candidates for doctorates, with the University band playing, marched from the Old South Building to Kenan Stadium as multitudes of people hurried to seats in the stadium.

When William R. Kenan, with the greatest generosity in the history of the University (except that of his sister, who was Miss Mary Lily Kenan before her marriage) gave the money for Kenan Stadium, he did not dream that so soon it would be crowded at football games. Even less did he dream that tonight a mighty concourse of men and women would fill a large part of one side of the stadium to witness the graduating exercises. If he could have witnessed the scene here in the twilight this evening, he would have had a warming of the heart that would have made him rejoice in the fruits of his wise generosity.

*The NEWS AND OBSERVER, Raleigh, North Carolina
June 9, 1932*

BIOGRAPHICAL RECORD

4 - 22 - 1939

KENAN, William Rand Jr. Chemical Engineer and Railroad President, was born in Wilmington, N. C., April 30, 1872, son of William Rand and Mary (Hargrave) Kenan. The founder of the family in America was Thomas Kenan, a native of Scotland, who married Elizabeth Johnston and emigrated to Wilmington, N. C., about 1730-32. From them the line descends through their son James and his wife Sally Love; their son Thomas and his wife Mary Rand; their son Owen and his wife Sarah Rebecca Graham, who were the grandparents of William R. Kenan, Jr. James Kenan (1) played an important part in the early history of North Carolina. He was a member of the Committee of Safety for the Wilmington District in 1775; member of the Provincial Congress at Halifax, N. C. in 1778; Colonel of the Militia of Duplin County during the Revolutionary War; Brigadier General of Militia after the war, and, for many years, a member of the state senate. William Rand

Kenan, Sr., was a wholesale merchant. His son, William Rand Kenan, Jr., was prepared for college at Horner's Military School, Oxford, N. C., and was graduated B.S. at the University of North Carolina in 1894, being instructor in general chemistry during his senior year. In the summers of 1892 and '93 he was engaged in chemical research work on calcium carbide for the Willson Aluminum Company, with Dr. F. P. Venable, Professor of Industrial Chemistry at the University of North Carolina, and with him discovered carbide, determined its formula and made known the fact that acetylene gas could be derived from it.

Summer of '94 did chemical work for Navasso Guano Company, Wilmington, N. C.; also did work for North Carolina Geological Survey, making more than a dozen complete water analysis. Professor Mathematics and Science, St. Alban's School, Radford, Virginia, session '94-'95, during which time acquired technical knowledge by private study and acting as dynamo tender Radford Electric Light & Power Co. Summer of '95 assisted to install and operate steam and electric plant for the University Lighting Company, Chapel Hill, N. C. Fall of '95 Superintendent of same, also instructor in chemistry University of North Carolina, during which time took special post-graduate course in Electrical Engineering with special laboratory testing. Unable to complete this course since. January 1896 entered the employ of the Carbide Mfg. Co. (or Electro Gas) as Chemical Superintendent. Assisted in designing and constructing their carbide plant at Niagara Falls, also operated same. (Acetylene Light Heat & Power Co. followed Electro Gas, and was in turn followed by Union Carbide Company.)

June '96 sent to Australia by the above company in the capacity of Engineer to design, construct and operate a steam and electric carbide plant for the Australasian Acetylene Co. Did considerable work on the utilization of acetylene, designing generators, etc. Summer of '97 spent in Berlin, Germany, as consulting and constructing engineer German Acetylene Company. Also consulting engineer German Acetylene Co., Vienna, Austria. Did engineering work at both of the above places, enlarging the Berlin plant. Winter of '97-'98 spent at Appleton,

Wisconsin, in connection with the Appleton Carbide Company. Enlarged, re-designed and operated these works, Superintendent of same. Spring of '98 re-designed, constructed and operated works of the Lake Superior Carbide Company, Sault Ste. Marie, Michigan. (Both of the above works are branches of the Union Carbide Company and an offspring of the Electro Gas Company). Constructed power station, transmission line, etc., also did much experimental work. Superintendent of these works until July, 1899. Moved to Niagara Falls in capacity of Chemical Engineer, assisting in designing and constructing and operating 25,000 hp works of the Union Carbide Company.

June, 1900, entered the employ of Traders Paper Company, Lockport, N. Y., as Assistant Manager in charge of construction and operation. Assisted in construction of Paper Mill No. 2. Constructed 30-ton Sulphite Mill and 5-ton Ground Wood Mill. Besides retaining the above at Lockport was appointed (September, 1900) Consulting and Construction Engineer for the Florida East Coast Hotel Company, and placed in charge of the operation of all of their plants. Have done a variety of work in this connection, the most prominent being the following: Designed and constructed steam and electric plant "The Breakers" Palm Beach, Fla. "The Continental" Atlantic Beach, Fla. "The Poinciana" Palm Beach, Fla. Re-designed and enlarged the plant "Royal Palm" Miami, Fla., built pumping station and complete water works system at Palm Beach, Fla. Designed and installed 40,000 gallons distilling plant now operating at Nassau, Bahamas.

August, 1902, General Manager, Traders Division, United Box Board & Paper Company, Lockport, composed of two paper mills, one sulphite mill and three ground wood mills. Also Manager, Hartland Paper Company, Division, Middleport, N. Y.

November, 1902, purchased and elected President, Saugerties Gas Light Co., Saugerties, N. Y. This move was in conjunction with my friend, R. B. Goodman of Marinette, Wisconsin, and was very profitable. // Summer 1903, designed and constructed Electric Light & Power Plant for Miami, Florida.

// Summer, 1903, rebuilt power station "The Breakers" Palm Beach, Fla., steam, water, telephone, ice plant, etc. Resigned

Managership Traders, also Hartland divisions of United Box Board & Paper Co. January 1st, 1904, to give more time to engineering problems.

April 6, 1904, elected director Flagler System in Florida (Florida East Coast Railway). Fall of 1904, sent to Europe — England, Scotland, France, Germany and Hungary — to investigate Automobile Railway cars for use on branch lines. Also investigated the Ganz 3-phase traction equipment on the Valtillina Railway, at Lake Como, Italy.

Winter 1904-5 purchased the Citizens Gas Company of Jacksonville, Fla., redesigned, rebuilt and operated same increasing the sales of gas from 70,000 cu. ft. per day to 550,000 cu. ft. per day in two years time.

March, 1905, elected a Director and Chairman Board, Citizens Gas Company.

Winter 1905-6 constructed an apartment house containing forty-eight apartments for the Carolina Apartment Company, Wilmington, N. C. February 1906 elected President.

During 1905 and 1906 spent considerable time in developing gas and electric properties in conjunction with engineering.

April 1907 purchased large interest in the Western Block Company, Lockport, N. Y., Elected Vice President and Treasurer.

December 7, 1907, director Niagara County National Bank, Lockport, N. Y.

March 17, 1914, Vice-President Florida East Coast Railway.

March 16, 1915, member Executive Committee Flagler System.

March 21, 1922, Executive Vice-President Florida East Coast Railway.

March 18, 1924, President Florida East Coast Railway, Florida East Coast Hotel Co., and Florida East Coast Car Ferry Co.

President, Carolina Apartment Company,	<i>Elected</i>	
Wilmington, N. C.	Feb.	1906
President, Miami Elec. Lt. & Power Co.,		
Miami, Fla.	Oct.	1913

President, Miami Water Company, Miami, Fla.	Oct.	1913	
President, West Palm Beach Water Co., W. Palm Beach, Fla.	Oct.	1913	
President, Florida East Coast Ry., 120 Broadway, N. Y. City	Mar. 18,	1924	
President, Florida East Coast Hotel Co., 120 Broadway, N. Y. City	Mar. 18,	1924	
President, Fla. East Coast Car Ferry Co., St. Augustine, Fla.	Mar. 18,	1924	
V. P. & Treas., Western Block Co., Lockport, N. Y.	Mar.	1907	
President, Model Land Company, St. Augustine, Fla.	Mar.	1923	1927
President, Perrine Grant Land Co., St. Augustine, Fla.	Mar.	1923	"
President, Fort Dallas Land Co., St. Augustine, Fla.	Mar.	1923	"
President, Chuluota Land Company, St. Augustine, Fla.	Mar.	1923	"
Trustee, H. M. Flagler Estate, 120 Broadway, N. Y. City	May	1913	
Trustee, Mary Lily (Flagler) Bingham Estate, 120 Broadway, N. Y. City	June	1917	
Director in all of the above corporations.			
Appointed Co-Receiver Florida East Coast Railway Company	Sept. 1,	1931	
Director P & O Steamship Co., Jacksonville, Fla.	Oct. 14,	1924	
Director Fruit Growers Express and member of Executive Committee	Mar.	1930	

Director Railroad Credit Corporation	Mar.	1935
Director American Power & Light Co.	Aug.	1935
President, Western Block Company, Lockport, N. Y.	Feb.	1, 1939
President, St. Augustine Golf Development Co., St. Augustine, Fla.	Mar.	1935

FULL MEMBER

	<i>Elected</i>
American Chemical Society	1893
American Electro Chemical Society	1902
American Institute Electrical Engineers	1901

MEMBER

Town & Country Club, Rockport, N. Y.	1904
University Club, New York City	1906
Tuscarora Club, Lockport, N. Y.	1910
Bankers Club of America, New York City	1924
Country Club of Buffalo, Buffalo, N. Y.	1930

Home Address, Lockport, N. Y. — 433 Locust Street.
Home Address, New York City — 299 Park Avenue the Park Lane.
Business Address, New York City — 120 Broadway.
Business Address, F.E.C. Ry. — St. Augustine, Fla.

He is interested in breeding Jersey cattle and on his splendid farm (Randleigh Farm) east of Lockport, has some of the outstanding animals of the country in his herd.

Mr. Kenan was married April 9, 1904, to Alice Mary, daughter of H. C. Pomroy, a merchant of Lockport, N. Y.

Mr. and Mrs. Kenan have no children.

CHAPTER XI

KENAN STADIUM

Total contribution	\$443,139.75
1953 Paving entrance	2,907.60
	<hr/>
	\$446,047.35

It was suggested to me to let the Athletic Association pay for renewals and maintenance and I give to an endowment for scholarship. I contributed:

1953	\$10,000.00
1954	10,000.00
1955	10,000.00

CHEMICAL LIBRARY AT U.N.C.

	Total	\$11,231.16
1953		500.00
1954		500.00
1955		250.00

TELEVISION AT U.N.C.

1953	\$15,000.00
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(See Chapter IX, Third Edition)

CHAPTER XII



William Rand Kenan, Jr. (*at left*) is showing a file of chemical journals to his University of North Carolina college mate, William D. Carmichael (*at right*). For many years Mr. Kenan has sent chemical and scientific journals to the University Library and provided for the binding of these scientific journals. The volumes shown are a portion of the special Chemistry Library in the University's newly completed Venable Hall. Mr. Kenan was an assistant in Chemistry to the late Dr. Francis P. Venable, President of the University of North Carolina and twice President of the American Chemical Society, in 1893-94.

UNC FINALS PROGRAM IS LAUNCHED

By R. W. MADRY

CHAPEL HILL, June 5 — Hundreds of alumni swarmed the University of North Carolina campus today as the institution's 160th Commencement program got underway.

Class reunions held the spotlight as the old grads gathered in formal and informal reminiscence sessions and at dinners tonight.

The day's program began with special performances at the Morehead Planetarium where hundreds gazed at the domed ceiling and looked 12,000 years into the future.



These persons gathered in the Library of Venable Hall (Chemistry) during the University of North Carolina Commencement, 1954. *Left to right:* William R. Kenan, Jr., Class of 1894; Miss Madge Kennett, Secretary of the Department of Chemistry; Dr. Arthur Roe, Chairman of the Department of Chemistry; and William D. Carmichael, Class of 1897. The group is shown looking at some publications of the late Dr. Francis P. Venable, formerly President of the University and head of its Department of Chemistry. Mr. Kenan majored in Chemistry at the University and was an assistant to Dr. Venable.

Other special Planetarium shows will be presented throughout Commencement.

Next event was the annual Alumni Luncheon of the School of Library Science over which Miss Olivia Burwell, Greensboro, president of the group, presided.

Emerson Greenway, director, Free Library of Philadelphia, was the principal speaker.

In tribute to Dr. Susan Grey Akers, retiring Dean, announcement was made that a substantial sum has already been contributed to the Susan Grey Akers Scholarship Fund.

Nine of the classes holding reunions gathered at reunion dinners tonight. The classes of '32, '33, '34, and '35 held a joint picnic reunion at the Chapel Hill Country Club where Tom Bost, Jr. and Charles M. Shaffer were in charge.

Here there developed a contest as to whether Pacific Coast salmon or Eastern North Carolina barbecue served Goldsboro's Shorty Griffin was the better eating. The barbecue supporters won easily. The salmon had been shipped here by air express by William Eddleman, Seattle, Wash., attorney, formerly of Gastonia, who went West after graduation from UNC.

Some 250 attended this party.

President Gordon Gray talked informally to the reunion classes of '51, '52, and '53 at a joint dinner meeting at the Carolina Inn. Dan Perry, Kinston, president of '53, presided.

The medical class of 1929 celebrated its 25th anniversary at a dinner at The Pines. Dr. Reid Heffner, New Rochelle, N. Y., president, was toastmaster, and Dr. Ed M. Hedgpeth, Chapel Hill, was in charge of arrangements.

William Rand Kenan, Lockport, N. Y., industrialist, chemist, and philanthropist, who was among the earliest arrivals, is celebrating the 60th anniversary of his class.

Hale and hearty and looking as chipper as he did 25 years ago, Kenan spent much of his time yesterday and today visiting various places on the campus.

Kenan said that his good health could be ascribed in large measure, he thought, to the fact that through the years he has had highly capable private men secretaries. The one at Lock-

port has been with him 54 years, the one in his New York office 41 years, and the one in his St. Augustine, Fla., office 36 years.

Concluding event today was an open-air reception, with music and aquatic entertainment at the Kessing Pool tonight when the University Woman's Club was hostess to all degree candidates and their guests and to faculty, alumni and other Commencement visitors.

*Reprint from
NEWS & OBSERVER, Raleigh, June 6, 1954*

KENAN STADIUM DONOR TO ATTEND UNC FINALS

CHAPEL HILL — William Rand Kenan, Jr., donor of Kenan Stadium, will be observing the 60th anniversary of his graduation at the University of North Carolina at Commencement on June 5, 6 and 7.

Entering the University from Wilmington, Kenan was graduated in 1894 and his career as chemist and industrialist has taken him to all parts of the world.

Still active in many business affiliations, he now maintains offices in Florida, New York and at Lockport, N. Y., where he resides. Kenan arrived in Chapel Hill today following a visit in Wilmington.

*Reprint from
CHARLOTTE OBSERVER, June 4, 1954*

CHAPTER XIII

VALUES OUTSIDE CLASSROOMS

"I was graduated with an average standing. Could have done better in my studies, but I wanted to take part in all phases of college activities. The greatest thing a young man learns in college he absorbs without knowing it. Education is not a static thing. It is not a culture that a man can put on and take off as he does a suit of clothes. It is a dynamic thing. Education concerns the whole personality, not the brain alone.

I honestly believe that one gets a great deal out of life at college besides book learning. I am sure that it is most beneficial to try athletics. As a matter of fact, I do not believe that I could have withstood the physical grief of my career were it not for the resistance built up by my years of athletics. I also believe that one should try for all kinds of college activities. Probably we forget the larger part of what we learn in college. But the things that we cannot lose are the influence upon character that go with us to our dying day. If I had my college career to go over again I would not change it."

So writes William R. Kenan, Jr., after a full three score years of a very active and highly successful life.

Reprint from "LIFE AT EIGHTY"
By J. W. Canada, La Porte, Texas.
1952.

THE KENAN CLAN

"WILLIAM RAND KENAN, Jr., B.S. 1894, Chemist, Electrician, Construction and Water Engineer, Railroad and Hotel Operator, Paper Manufacturer, Hoisting Block Maker, Jersey Cattle Breeder, Author, Philanthropist, has never ceased to be a wonder to me since those early days when he pottered around in the laboratory of Dr. Venable and came out with the process of making Acetylene Gas and then built the first electric lighting plant for the University. Even at this distant day I see him in memory wiring my room in the Old West Building. The University, under the direction of Professor Gore, used a gift

of two ladies for installation of this plant. This and the wiring was done by Mr. Kenan.

As a student under Dr. Venable, he had worked out a way of making acetylene gas from the mass of hard, crystalline aluminum carbide sent to the laboratory from the electric furnaces of Maj. J. M. Morehead at his textile mills on the Dan River at Spray, N. C. This mass crumbled and disintegrated when exposed to air and gave rise to a great evolution of gas when mixed with water. This gas was inflammable. He got a job in helping build and operate the first plant at Niagara Falls. This led to his building plants at Sault Ste. Marie, Wisconsin, in Australia and German. Neither he nor Dr. Venable profited directly by reason of this great discovery, the basis of the wealth of a company, Union Carbide, that runs into the hundreds of millions of dollars.

A few years later Mr. Kenan bought a home in Lockport, N. Y., married there, and resides there now. His wife died but a few years ago. Over the years since those early days his interests and work have been varied. He and associates built, operated and sold gas plants in many cities in the South.

He constructed and operated paper mills, even developed a way of making paper, newsprint, from the pines of the South, but did not push this to construction of such a mill owing to many other important business interests. He became the right-hand man of Henry M. Flagler in his land, hotel and railroad enterprises in Florida, providing the technical work along almost every line of construction and equipment. He became one of the trustees under the will of Mr. Flagler, and is even today the actual head of all those great enterprises.

It may be said that today his primary business is the making of Hoisting or Chain Blocks, Western Block Co., of Lockport, N. Y. He and an associate purchased this small business many years ago, expanded it and made it, in due time, the leading manufacturer of such essential parts of heavy machinery today. A few years ago, he purchased the interests of his associate and is today sole owner. He is extensively interested in banking also.

A roster of the concerns, all large and important ones, of which he is a director, often president or chief executive, would occupy a page in itself. Verily one must wonder how one small head can carry all he knows. This year he will have counted his four score years. How many good men will it take to carry along successfully the many businesses under his direction now?

For many years I had lost sight of his activities, for his home was a long way from Texas. To me he was scarcely a name. At last our paths crossed in our mutual love for Jersey Cattle. More than three decades ago he became interested in cattle, they happened to be Jerseys, for never had he given thought to anything that pertained to any phase of agriculture unless it was in early days when chemistry was his prime concern. At any rate he became interested, and took up his interest with the thoroughness of work and study that has always characterized him.

So our paths crossed, though I did not meet him and spend delightful hours with him until at Commencement last year, more than fifty years since I had last seen him. He was the same modest, kindly, jovial self.

It is not too much to say that what he has done with Jersey Cattle has given him greater pleasure than has any other business he has ever undertaken. This work, as he puts it, is bringing about "a better and a cleaner milk supply for mankind." To this end he has devoted not merely tens, but hundreds of thousands of dollars, has given freely of his own time and knowledge of chemistry, construction and sanitation. For many years he has assembled great scientists in Dairy Husbandry, met with them and planned each year what new work along definite lines should be undertaken. The results of such work he has published from time to time in volumes that are today text books for such scientific study. He has financed all this, and has built the outstanding registered Jersey herd in the nation. Rand-leigh Farm Jerseys are known wherever fine dairy cattle are known. He was the second man to win the award of the American Jersey Cattle Club as Master Breeder.

On the 50th anniversary of his graduation, the degree of LL.D. was given him, the highest honorary degree that can be

bestowed, in the Kenan Stadium at the University, given by him, constructed under his supervision, and as a memorial to the Kenans so closely identified with the University.

Reprint from "LIFE AT EIGHTY"
By J. W. Canada, La Porte, Texas.
1952.

At my 50th Class Reunion, June 1944, I automatically was inducted into the Old Student Club, and was elected President.

On account of transportation difficulties and important engagements I was unable to attend this June 1945 and, at the request of the Secretary, I sent them the following, which was read at the annual dinner. Suffice it to say I was reelected for a second term:

TO THE OLD STUDENTS CLUB AND THE MEMBERS OF 1895:

It is with sincere regret that it is impossible for me to be present at the meeting this year and perform my duties as President. Business engagements and the travel situation make it impossible.

The Class of 1894 was a great class in every college and produced many brilliant, successful men. 1894 was a "vintage" class. Indeed, as the rarest and best wines of old France come from the grapes of certain years, so the Class of 1894 in American Colleges gave the country some of its finest educational products.

I might say the same about 1895, but I won't!

The greatest thing a young man learns in college he absorbs without knowing it. Education is not a static thing; it is not a culture which a man puts on as he would a suit of clothes. It is a dynamic thing. Education should concern itself with the whole personality, not the brain alone. I honestly believe one gets a great deal out of college besides book knowledge and I am sure that it is most beneficial to try athletics.

As a matter of fact, I do not believe I could have withstood the physical grief of my career, were it not for the resistance built up by years of athletics.

If I had my college career to go over again, I would not wish to change it one bit.

Probably we all forget the greater part of what we have learned in college but the things we can't lose are the influences upon character that go with us to our dying day.

WM. R. KENAN, JR.

June 19, 1945.

CHAPEL HILL CHAFF

L. G.

William R. Kenan, Jr., is 81 years old. He is one of the most faithful of all comers to Commencement and there is nothing perfunctory about his attendance. He takes part in all the proceedings with keen zest. A year ago he told me he had never been ill in his life. This year I remarked how vigorous he looked and asked him if his record was still unbroken. He said it was.

On Sunday he made a visit, as he does every time he comes back to the Hill, on his old friend Fanny McDade at her home on Cameron avenue.

Mr. Kenan is known chiefly here as the donor of the Stadium. Relatively few people know that he was the instrument of a benefaction even more valuable to the University — that is, electric lights.

He was graduated from the University just 60 years ago, in 1894, after taking chemistry under Francis P. Venable as a major and electrical engineering under Joshua W. Gore as a minor. He taught a year and in the summer of 1895 got a job with the General Electric Company in Schenectady, N. Y., then a new concern. The company was engaged to build an electric light plant for the University and put him in charge of the construction and installation.

If you think the news of the gift of the stadium in 1927 was exciting compared with the news that the University was going to have electric lights, you don't know nuthin'!

For the brick building, a little one near where Phillips hall is now, young Kenan let a contract. He took charge of the electrical work himself. It wasn't a supervisory job—he did it with his own hands. Not only did he do the inside operations, installing the dynamos, switches, and so on, but also, with the help of a Negro laborer, he went all over the campus putting up poles and swinging wires. He was ready for the great climax—turning the juice on—by Christmas.

There was no electric current out in the town at first, but our house on the edge of the campus was an exception because

the President of the University had quarters there. One bulb was put in his bedroom and one in his office adjoining. There was no thought of desk lamps or any other such lighting fixtures as we have today. Each of the bulbs hung, bare, by a string from the middle of the ceiling. And there was no thought that this was anything but what it ought to be. It was marvelous and elegant.

*Reprint from CHAPEL HILL WEEKLY
June 11, 1954.*

POSITIONS HELD AT PRESENT AS PRESIDENT

Florida East Coast Railway Company
St. Augustine, Florida

Florida East Coast Hotel Company
St. Augustine, Florida

Peninsular and Occidental Steamship Company
Miami, Florida

Model Land Company
St. Augustine, Florida

Perrine Grant Land Company
St. Augustine, Florida

West Palm Beach Water Company
West Palm Beach, Florida

Fort Dallas Land Company
St. Augustine, Florida

Western Block Company
Lockport, New York

Florida East Coast Car Ferry Company
St. Augustine, Florida

Carolina Apartment Company
Wilmington, North Carolina

Owner and operator of
Randleigh Farm, Lockport, New York

Director and Chairman of the Advisory Board
Niagara County Bank and Trust Company
Lockport, New York

Director of The Upson Company
Lockport, New York

Director of
The Florida Power and Light Company
Miami, Florida

Director of
Florida Publishing Company
Jacksonville, Florida

The Night-Blooming Cereus blossoms in the arrangement at the pulpit and lecturn Sunday attracted much interest. They came from Dr. William R. Kenan's 100-year-old plant.* It is of the cactus family, and its fragrant blossoms open in the late evening. Our thoughtful flower committee took these flowers along with the beautiful memorial chrysanthemums, given by Miss Frances Sipson, to patients at the hospital and several shut-ins.

Reprint from
THE LOCKPORT PRESBYTERIAN
Of Sunday, October 18, 1953

OPERATION OF MOTOR CARS, PER ANNUM

Total	\$135,314.76
1952	2,993.63
1953	2,439.68
1954	3,429.55

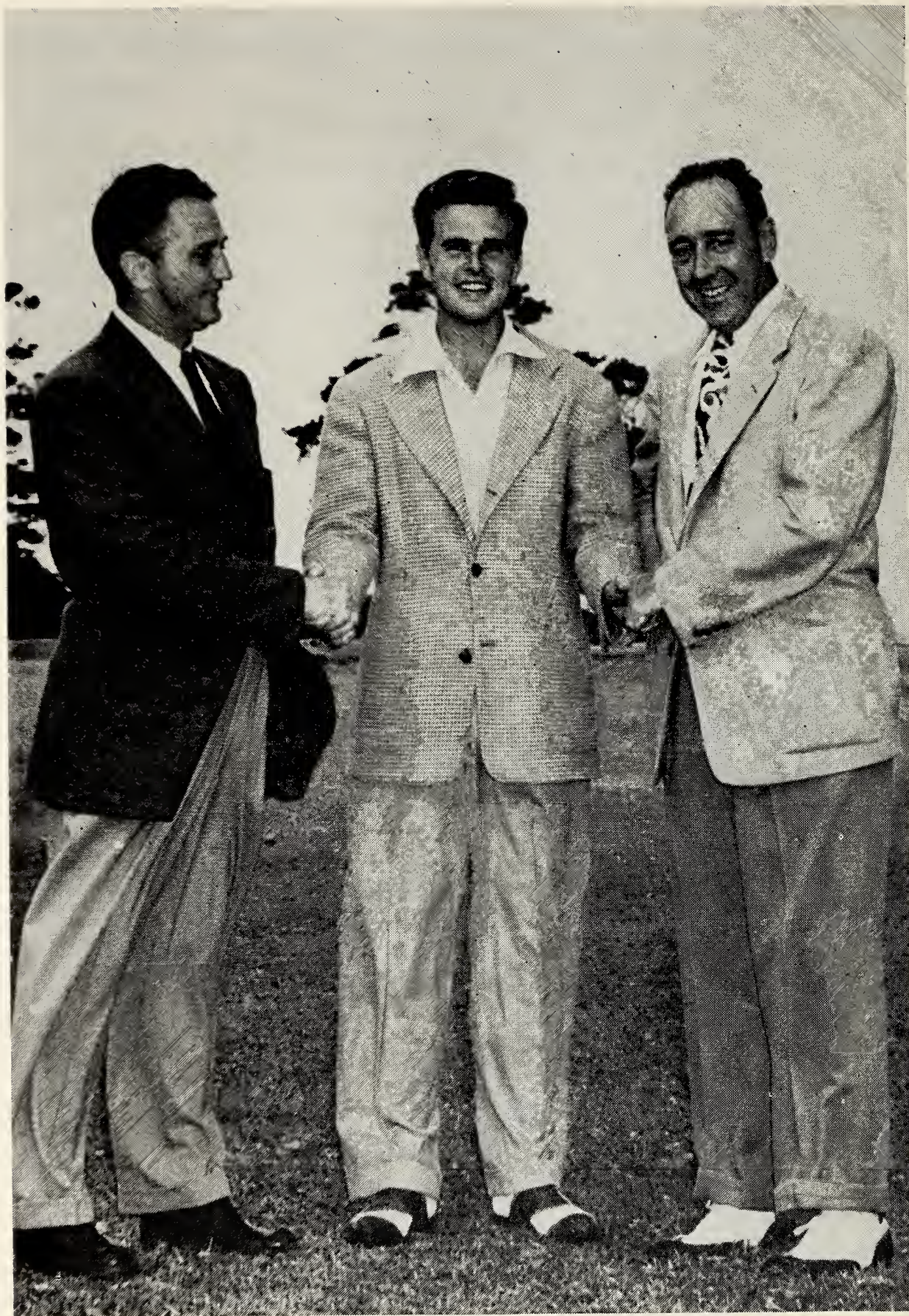
PURCHASE FORD COUNTRY SEDAN

Nov. 1953	\$2,463.95
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(See Chapter XVIII, Third Edition)



Wm. R. Kenan, Jr. and Grace Lenczyk, 1948 U. S. National Amateur Champion, at St. Augustine Links, St. Augustine, Fla., January 29, 1949.



Left to right: — “Chuck” Erickson, Harvie Ward and Ray McCarthy at St. Augustine Links, February 19, 1949, St. Augustine, Florida.

HOW I SPENT MY MONEY

Duplin County Board of Education, Kenansville, N. C.

1951	\$2,500.00
1953	1,857.00
1954	500.00
1955	2,000.00

Ohio State University:

1952	\$2,500.00
1953	2,000.00
1954	2,000.00

Antioch College:

1952	\$1,000.00
1953	1,000.00
1954	1,000.00

University of Southern California:

1952	\$1,000.00
1953	1,000.00
1954	1,000.00

Memorial Presbyterian Church, St. Augustine, Florida:

1951	\$1,500.00
1952	1,000.00
1953	1,000.00
1954	5,000.00
1955	2,525.00

First Presbyterian Church, Lockport:

1952	\$1,625.00
1953	1,545.00
1954	1,825.00

Community Fund, Lockport:

1952	\$ 800.00
1953	800.00
1954	800.00

American Red Cross:	
1952	\$ 125.00
1953	125.00
1954	125.00
African M.E. Church, Lockport:	
1952	\$ 200.00
1953	100.00
1954	100.00
Leverie Memorial Foundation, S.A.E. Fraternity:	
1950	\$ 100.00
1951	100.00
1952	100.00
1953	100.00
1954	100.00
Locust Haven, Lockport:	
1952	\$ 100.00
1953	100.00
1954	100.00
Niagara County Historical Society:	
1953	\$ 400.00
1954	100.00
The McCormick Theological Seminary:	
1953	\$ 500.00
1954	500.00
Royal Poinciana Chapel, Palm Beach:	
1952	\$ 800.00
Springfield College:	
1953	\$ 100.00
1954	100.00
Roosevelt Hospital:	\$ 624.00
Dr. Patterson	\$1,500.00
University of North Carolina, Library Life Member	
1952	\$1,000.00

(See Chapter XVI, Third Edition)

CAMP KENAN

Carbide Pioneer Endowed YMCA Camp at Barker

Chief benefactor of a bustling, happy YMCA camp at Barker, N. Y., on Lake Ontario, is William R. Kenan, Jr., one of the early pioneers of Union Carbide Company in Niagara Falls. Mr. Kenan, who was Chemical Superintendent of the first Carbide plant on 26th Street, and also worked at Sault Ste. Marie, Mich., has contributed over \$160,000 to the "Y" camp which bears his name.

Camp Kenan is "home away from home" for youngsters from the Niagara Frontier area every summer. Five boys, sons of Niagara Works employees, are enrolled this year. They are Christopher Pilloton, son of Roger Pilloton (H2L); John Bourgon, son of Ernie Bourgon (AN); Roger Dutton, son of Bob Dutton (Works Lab); Alexis Webb, son of the late Jim Webb; and Jimmy McFarland, son of Barney McFarland (C3F).

Mr. Kenan purchased the tract of land on which the camp is situated and turned it over to the Lockport YMCA in 1925. He also paid for all the buildings, including the headquarters building, dining hall, hospital, kitchen, a log cabin for the chef, and three hobby houses.

Mr. Kenan, still hale and hearty, has this to say about the camp: "It has been a source of great satisfaction to me to see young fellows develop, not only physically, but in proper habits of life and conduct, while they enjoy the privilege of camping."



Fun in the Lake at Camp Kenan



ACTIVITIES
AT CAMP
KENAN



Camp Kenan will open on July 4 this year with the first of three two-week camping periods. It will close August 22.

*Reprint from TAPPING POT
A Publication of Electro Metallurgical Company
Division of Union Carbide Co.
June, 1954, Niagara Falls, N. Y.*

CAMP KENAN

A Nearby Camp For Boys

Let's not forget that our own Y. M. C. A. Camp Kenan at Barker is one of the outstanding camps in the whole nation. It always appears curious to us that boys from the whole eastern half of the United States travel hundreds of miles to take advantage of the wonderful facilities there, while our own parents of youngsters of camping age overlook the place although it is but a few miles off.

Here a boy may have the time of his life for a few dollars a week. Camp Kenan was developed for our local boys, it is a local institution and we should keep it filled with our own kids.

If you have a boy of camping age, stop in at the Lockport Y. M. C. A. and ask for the Kenan folder before the enrollment is filled.

Drop in with your boy between 1 and 5 o'clock in the afternoon and members of the Camp Kenan Committee will guide you about the waterfront and camping areas and show you the equipment. You'll have an opportunity to discuss the 1954 program with Camp Director Bob Esty.

Camp Kenan is recognized as one of the finest camps for boys in the country. Good fun, good food and good pals to play with makes Kenan a keen vacation for them. Muscle-building food is prepared in a spotless, up-to-date kitchen. The program includes swimming, track meets, crafts, overnight camping, movies, riflery, hiking, boating, baseball, basketball, badminton and tennis.

Camp Kenan has a counselor for every seven or eight boys thereby assuring good leadership and very careful supervision. Kenan is also especially proud of its excellent swimming rec-

ord over the years; a record that is not spotted with a single accident although thousands of boys have either learned to swim there or have greatly improved their swimming.

*Reprint from TENAX TOPICS
A Publication of Lockport Felt Company
May-June, 1954.*

CAMP KENAN '54 SEASON TO START JULY 4th; OPEN HOUSE DATES SET

Camp Kenan has everything! If you're looking for an ideal vacation spot for your boy this Summer, visit the campsite near Barker on the shores of Lake Ontario and see for yourself what it has to offer in the way of recreational facilities, sports, crafts and outdoor activities.

Open House dates have been set for June 6, 13 and 20. Drop in with your boy between the hours of 1 and 5 o'clock in the afternoon and members of the Camp Kenan Committee will guide you about the waterfront and camping areas and show you the equipment. You'll have an opportunity to discuss the 1954 program with Camp Director Bob Esty.

Camp Kenan is recognized as one of the finest camps for boys 8 to 14.

Supervised sports and recreational activities are directed by a hand picked staff of counselors. The program includes swimming, track meets, crafts, overnight camping, movies, riflery, hiking, boating, baseball, basketball, badminton and tennis. It is sponsored by the Lockport YMCA and the rates, including insurance, are the most reasonable hereabouts, only \$23.50 for Niagara County boys and \$25.50 for others outside the county, by the week.

Jim Upson, chairman of the Camp Kenan Committee, announces the camp periods this year are: 1st Period, July 4 to July 18; 2nd Period, July 18 to Aug. 1; 3rd Period, Aug. 1 to Aug. 14 and 4th Period, Aug. 15 to Aug. 22. Other Upsonites on Jim's committee are Don Buchanan and Wally Soderholm.

Camp Kenan was made possible through the interest and generosity of William R. Kenan, Jr., who purchased the tract of

land comprising seven acres in March, 1925. The suggestion for providing a Summer Camp for boys came from John Tagg, then general secretary of the YMCA, and Mr. Kenan at once recognized its value in training young boys in proper habits of life and conduct.

*Reprint from BLUE CENTER NEWS
A Publication by The Upson Company, Lockport, New York
June-July 1954.*

CAMP KENAN 'OPEN HOUSE' DATES SET

Geared for the start of its 30th season on the shores of Lake Ontario near Barker, Camp Kenan has scheduled three "Open House" dates to give mothers and dads of prospective campers a preview of the 1954 program. Chairman James J. Upson announced today that the seven-week season will open July 4 with Robert T. Esty, Youth York secretary of the Lockport YMCA, serving as camp director for his fourth consecutive year.

First of the three "Open House" days is set for this Sunday afternoon when Camp Kenan Committee members will be on duty from 1 to 5 o'clock in guiding visitors around the grounds so they may inspect buildings, equipment and facilities. They also will have an opportunity to discuss the '54 program with Camp Director Esty.

Mr. Upson announced four camping periods have been arranged for this year and that the weekly rate for Niagara County boys will be \$23.50 while those living outside the county will pay \$25.50. Camp periods are: 1, July 4-18; 2, July 18-Aug. 1; 3, Aug. 1-15; 4, Aug. 15-22.

"We endeavor to give each boy a well-rounded experience in democratic camp living," Director Esty said today in outlining the program policy. "Some activities are assigned, others are selected by the campers. We are going to attempt to have an active and meaningful Campers' Council which will have a definite voice in the camp program and problems. We recognize that every boy is an individual within a group and our counselors are prepared to work with them as such.

“Camp can be a wonderful and inspiring experience for every boy and, with the help of the parents, we can make it so. If a boy has problems prior to entering Camp Kenan, we should know about them. Conversely, if he leaves camp unsatisfied and skeptical, we also should know that. Cooperation is necessary if we are to do the job we should with the boys.

“Camp Kenan is fortunate in having a wonderfully varied and healthful number of facilities. There are tennis, basketball, badminton and volleyball courts, a baseball field, football and soccer fields, comfortable cabins, a four-bed infirmary with a registered nurse in charge and doctors on call at all hours. We also have a newly-remodeled dining hall and kitchen with fine cooking facilities and adequate room for rainy day programs.”

Serving with Chairman Upson as guides during the first “Open House” program Sunday will be the following members of his committee: C. Rhodes Palmer, J. Wesley Querns, Charles C. Bartley, Arnold Austin, Wallace D. Soderholm, Herbert S. Newman, Jr., Donald R. Buchanan, Arthur E. Stayzer, Herbert S. Brewer and others.

CAMP KENAN NEARS END OF SUCCESSFUL SEASON

By the time next week rolls around over 325 boys from Lockport and vicinity will have had at least one week of outdoor experience at Camp Kenan, Robert Esty, camp director, said today. The camp will close for the season Aug. 22.

“Pirates’ Day, The Big Carnival, Crafts and Woodsman Day, Olympics Day, Thanksgiving, Indian Day and Christmas have provided special interest for the campers in addition to the regular swimming, athletics and crafts programs. Lockport should feel proud of its camp and the work it is doing for its boys,” the director said.

Mr. Esty explained that a great deal of stress is placed on improvement of the individual camper. “We work on improving his social ability, general coordination and physical prowess, and sense of responsibility,” he continued.

The craft program is designed to bring out creativeness and

ingenuity, rather than mechanical ability which is usually well taken care of at home.

The Camp is becoming a Lockport institution.

“That Camp Kenan helps to publicize and bring visitors to Niagara County is evidenced by boys from Brooklyn, New York, Brockway, Pennsylvania, Cleveland, Rochester, Olean and many points in and around Buffalo,” he said.

Over 125 campers and counselors are from Lockport, with another 75 coming from the county area. Staff and counselors are drawn from a wide area; Betty and Edward Francis, from Colgate University; William Bixby, Davenport, Iowa; and counselors from New Jersey, Vermont, Pennsylvania and Ohio. “These add to the cosmopolitan touch at camp,” Mr. Esty said.

Continuing, he said, “The weather has been especially good this year with only two or three rainy days to interfere with the normal routine. There has been comparatively little sickness of even a mildly serious nature which tends to accentuate the saying that camp is a safe place for your boy to be during the summer.”

Reprint from UNION SUN

June 4, 1954 — August 11, 1954 and August 15, 1954

CAMPERS DEVELOP INTO COUNSELORS HOMESICKNESS AT KENAN MAY HELP LATER

LOCKPORT, Aug. 15 — That homesickness your boy feels when going to summer camp may someday make him a good counselor for other campers. He'll understand their problems.

At least that's the opinion of Robert Esty, the husky, drawling Oregonian who directs the Lockport YMCA's Camp Kenan, on Lake Ontario near Barker.

Esty can view the camp's 25 acres of grass and woods from his headquarters porch and see tanned young men like Allan Vandemark, a Michigan State College freshman; Jim Cornell, a Wilson Central School junior; Duane Root, a University of Buffalo freshman, and others who came as campers, returned as junior counselors and are now among Camp Kenan's 12 senior counselors.

Besides living in one of the 12 cabins and being responsible for its eight camper occupants, each counselor assists in the camp's multiple program of athletics, crafts and aquatics. Bill Moyer, another veteran camper-turned-counselor, operates a "ham" radio set from one of the two craft lodges.

Eight "junior counselors in training" and 16 regular junior counselors do the kitchen work, and help the senior counselors in caring for the average of 92 eight to fourteen-year-olds who come for one or all of the three two-week and single one-week camp periods.

The "junior counselors in training" pay half the camp fee, and may return the following season as full-fledged junior counselors, if they show aptitude.

Also assisting Esty in his fourth season, and Camp Kenan's 30th, are Terrance Fiennel, a Syracuse University sophomore; Ronald Allen of Springfield College; James Dickenson, a Niagara University sophomore; William Bixby, a Colgate-Rochester divinity student, and Edward Francis, a Colgate graduate student who, with his wife Betty Anne, operates the little-used camp infirmary.

James Muldoon of Niagara Falls does the cooking, and Mrs. Esty has charge of the camp store.

The camp itself, and its 26 buildings, came as the gift of William R. Kenan, Lockport philanthropist and president of the YMCA Board of Trustees. Periodically, Kenan has made additional gifts to the camp which bears his name.

By a kind of informal agreement with the Niagara Falls YMCA, Camp Kenan takes the younger boys, while Camp Kawabi is the camp for older campers. Both camps receive annual health inspections from the state, and submit reports of their programs to the YMCA nationally.

Most Kenan campers come from Buffalo, Lockport, Niagara Falls and the Olean area, although some come from as far away as Brooklyn and Cleveland. From the time they arise at 7:25, until taps at 9:30, they are kept busy preparing their cabins for inspection, taking part in scheduled activities, enjoying movies and special programs, and sharing camp life with fathers on three special weekends.

Apparently they thoroughly enjoy it. About 40 per cent re-
turn year after year, many to become counselors.

CAMP KENAN

Y.M.C.A. — Lockport:

1952	.....	\$1,357.00	Repairs
1953	.....	2,000.00	"
1954	.....	2,000.00	"
1954	.....	1,750.00	Purchase land
1954	.....	500.00	" "
Total contributed	.....	\$150,619.35	

Also an Endowment:

1952 (April)	.....	\$5,000.00	
1952 (November)	.....	5,000.00	
1953	.....	2,500.00	
1953	.....	3,000.00	
1954	.....	5,000.00	
1954	.....	5,000.00	
Total towards Endowment	.....	\$40,500.00	

(Chapter XXVII, First Edition) '
(Chapter XXII, Second Edition)
(Chapter XIX, Third Edition)

A TRIBUTE TO THE DOG

The best friend a man has in this world may turn against him and become his enemy. Those who are nearest and dearest to us may become traitors to their faith. The people who are prone to fall on their knees when success is with us, may be the first to throw the stone of malice when failure settles its cloud upon our heads.

The one absolutely unselfish friend that a man can have in this selfish world is his dog. A man's dog stands by him in prosperity and in poverty, in health and sickness. He will sleep on the cold ground when the wintry winds blow and the snow drives fiercely, if only he may be near his master's side. He will kiss the hand that has no food to offer, he will lick the wounds that come in encounters with the world.

He guards the sleep of his pauper master as if he were a prince. When all other friends desert he remains. And when death takes the master in it's embrace and his body is laid away in the cold ground, no matter if all other friends pursue their way, there by his graveside will the noble dog be found, his head between his paws, his eyes sad but open in alert watchfulness, faithful and true even to death.

(Taken from a speech to a jury by the late Senator Vest, of Missouri, in the trial of an action to recover damages for the killing of a dog belonging to a neighbor.)

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MISS MARION GODFREY
Of Springfield, Massachusetts

Who was the housekeeper at the Ponce de Leon Hotel, St. Augustine, Florida, during the Winter seasons for about thirty years and was housekeeper at my home for about ten Summers. She came here the latter part of May, 1954, as usual, but, unfortunately, she had a heart attack and died October 15, 1954, after being in the City Hospital about two and a half months. She was a remarkable individual and will be greatly missed by every one.



THE ADVISORY BOARD OF THE NIAGARA COUNTY BANK OFFICE OF THE MARINE TRUST COMPANY OF
WESTERN NEW YORK, LOCKPORT, N. Y. — WM. R. KENAN, JR., CHAIRMAN

First row, left to right: Louis G. Merritt, R. R. B. Fitzgerald, Fred J. Lingham, James B. Neal, Wm. R. Kenan, Jr., Charles H. Diefendorf, Bernard L. Ward, John A. Hall, O. Neil Prudden, George H. Hetley.

Second row, left to right: Maynard G. Hess, Ellsworth Storrs, George E. Eaton, Douglas B. Whitney.
(September 17th, 1952)

G O L F

“Golf is the simplest looking game in the world when you decide to take it up and the toughest after you have been at it ten or twelve years. It is probably the only known game a man can play as long as a quarter of a century and then discover that it was too deep for him in the first place.

“Golf is a physical and mental exertion made attractive by the fact that you have to dress for it in a \$200,000 club house. It is what letter-carrying, ditch-digging and carpet beating would be if those three tasks had to be performed on the same afternoon in colored socks, jersey and pants by gouty-looking gentlemen who require a different implement for every mood.

“The game is played on carefully selected grass with little white balls and as many clubs as a player can afford. These little balls cost from 50 cents up and it is possible to support a family of ten people (all adults) for five months on the money represented by balls lost by Typo-golfers in a single afternoon.

“A golf course is 18 holes, 17 of which are unnecessary and just put around the course to make the game harder. A hole is a tin cup in the center of a green. A “Green” is a small patch of grass costing \$1.98 a blade and usually located between a lake and a couple of apple trees, or a lot of ‘unfinished excavations’ called sand traps. The idea is to get the ball from a given point into each of the eighteen holes in the fewest strokes and the greatest number of words. A favorite expression is: ‘I think You’re in a trap, I hope.’

“The ball must not be thrown, pushed or carried. It must be propelled by a bunch of curious-looking implements designed especially to provoke the owner. Each implement has a specific purpose and ultimately some golfers get to know that purpose. However, they are the exceptions.

“After each hole has been completed the golfer counts his strokes. Then he subtracts six and says: ‘Made that in five. That’s one over par. Shall we play for 50 cents on the next hole, too, Ed?’ After the final or 18th hole the golfer adds his score and stops when he reaches 87. Then he takes a swim,

sings 'Sweet Adeline' with a group of other liars and calls it the end of a perfect day."

*From THE MONITOR — Official publication of
ASSOCIATED INDUSTRIES OF NEW YORK STATE, Inc.
March, 1954*

MY FIRST EXPERIENCE IN A HOSPITAL

Last fall I was a little inconvenienced from the hernia on my left side and I consulted Dr. Howard Patterson of New York and he was most encouraging. He said it wasn't growing very fast and did not suggest an operation.

During the winter I experienced a little difficulty and, when I was up here the early part of March, I consulted Dr. Patterson again and he thought an operation might be desirable.

He is a friend of long standing and is in charge of the surgical department at Roosevelt Hospital, in New York.

I left St. Augustine the afternoon of Tuesday, April 14th; spent Wednesday and Thursday at the office and went to the Roosevelt Hospital at a quarter of eight Thursday night. A very comfortable room was awaiting me and a nurse. I retired rather promptly and was informed that the doctors would be in my room at 8 o'clock the next morning, Friday. There was six or seven that accompanied Dr. Patterson.

They made every kind of a test imaginable, much more thorough than anything I had ever experienced or heard of, even to taking samples of the blood; testing my heart; throat; and, of course, all the usual tests of pulse and temperature and the like.

I am sure they didn't give me any gas; I might have taken a pill but I don't recall it and I was not aware of any hypos.

About a little before 9 o'clock they took me in the bed I slept in down to the Operating Room and I was placed adjacent to the operating table and from that time on I went out, so I must have had something to effect me, although I wasn't aware of it.

When I woke up it was about 12:30 and I was in my room, in bed of course, and I didn't realize that the operation had been performed.

I never had any sensation of an operation; I never had any pain during or following the operation.

The tape and dressings were removed a few times and the third day they took all the stitches out and, while I looked at them doing it, there was absolutely no pain connected with it.

I sat up in a chair every day but the day of the operation and I walked up and down the corridor the morning and afternoon following the second day of the operation.

I left the hospital at noon on Thursday the 23rd of April, having been there just seven days.



BREAKERS HOTEL

Wm. R. Kenan, Jr. — Miss Ismar C. Black, Hostess.
April, 1951.



JUNE 15, 1953

Joint meeting of the Board of Directors and the Board of Trustees to honor the memory of Mr. Charles W. Moss. Seated at the head table: Mrs. C. W. Moss, J. Carl Fogle, President of Board of Directors. Standing members of the Board of Trustees: Harry L. Ransom, Dr. William R. Kenan, Jr., President of Board of Trustees, and Hon. William A. Gold.

THE FIRST PRESBYTERIAN CHURCH

Lockport, New York

Sunday, October 5, 1952

For as much as Communion Chairs have been presented to this Church, to assist with the administration of the Sacrament in providing places for the Elders in the Chancel,

We now proceed to dedicate to the glory of God these gifts of love and devotion.

Two of the chairs are gifts of the Shapleigh Bible Class: One in memory of Frances Davison Shapleigh, for many years the beloved teacher of the class; the other in memory of Gertrude Merritt Dorsey, and Rose Crann Finn, and other members of the class who have gone on before us.

Two of the chairs are given by Dr. William R. Kenan.

These chaste appointments for the Days of the Sacrament of the Lord's Supper have been prepared by leading designers and craftsmen of our country, and take their place in the Chancel already sacred to us in beautiful gifts of memory and love.

Let us pray:

Blessed and glorious Lord God Almighty, by whose power, wisdom, and love, all things are sanctified, enlightened, and made perfect; be merciful unto us and bless us, we beseech Thee, and cause Thy face to shine upon us, that what we now do may please Thee, and show forth the honor of Thy name. And let the beauty of the Lord our God be upon us; and establish Thou the work of our hands upon us; yea, the work of our hands establish Thou it; through Jesus Christ our Lord. Amen.

In the name of our Lord Jesus Christ, who gathered His first disciples in an Upper Room to break the Bread of Life for them, who by His apostles didst ordain Elders in every church, and who calls us to His Holy Table in the Eternal Covenant of God, we dedicate these chairs.

Let us pray:

Eternal God, Father of our Lord Jesus Christ, of whom every family in heaven and earth is named: Accept us through Him,

we beseech Thee, and hear us as we dedicate to Thy glory these gifts. We pray Thee, through the grace of Thy Holy Spirit, to hallow and consecrate them to the holy uses for which they are set apart.

Grant that whensoever Thy people come hither in obedience to our Saviour's command, they may, with humble penitence and in full assurance of Thy forgiveness, render unto Thee the sacrifice of thanksgiving, and, receiving the Sacrament of His body and blood, be filled with Thy grace and heavenly benediction, and made partakers of eternal life; in the name of Jesus Christ our Lord and Saviour. Amen.

CHAPTER XIV

MY CONNECTION WITH THE FLAGLER CORPORATION

My first four years with Mr. Flagler I had no title nor was I on the payroll of any of the Flagler corporations. As stated previously, I was told to do something and I did it, signing Mr. Flagler's name to all contracts, purchases, agreements, etc.

The following letter, written in longhand by Mr. Flagler himself, shows how he compensated me:

“Palm Beach, Fla.,
Aug. 17th, 1901.

“Dear William—

In commemoration of the happy event to take place one week from today, I ask your acceptance of the 500 shares Traders Paper Co. Stock (par value \$50,000) which I enclose herewith as a mark of my esteem and sincere regard for you. No one but Mary Lily knows of this act and no one else will through me. With every wish for your success and happiness, I am

Most cordially yours,
H. M. FLAGLER

Mr. Harry Walters was a good friend of my parents and I saw a good deal of him in my boyhood days.

As stated in the First Volume of “Incidents By The Way,” he gave me money when going to Australia — as shown by the following telegram:

A433B Lv sl 57 paid 10:44 P.M.
Bar Harbor, Maine,
August 11th, 1896

W. R. Kenan,
Care Electro Gas Co.
45 Broadway, New York, N. Y.

Delighted to hear of confidence placed in you and sorry not to bid you good luck in person. I have wired Hallgarten and Co. twenty six Broad Street to hand you exchange for one hundred pounds which it will be well for you to keep in your pocket in case of mishap before your return to America.

H. WALTERS.

The following letter shows that he kept up with my movements . . .

ATLANTIC COAST LINE

H. Walters,
President.

Wilmington, N. C.
January 14th, 1897.

My dear Kenan:

I have your letter from Sidney of the 20th of November, and have read it with much interest, as I did equally a previous letter written on your way across the Pacific.

I can readily understand your situation in an English Colony. Englishmen are never anxious that other nationalities should succeed: They are without exception the longest successful nation that the world has seen. Their progress has practically never been checked. Their selfreliance is enormous and their desire to override all opposition is an inheritance of generations. All of this makes it the more important that a young man situated as you are should be infinitely more careful and deliberate in everything that you do than you would be if you were at home in America.

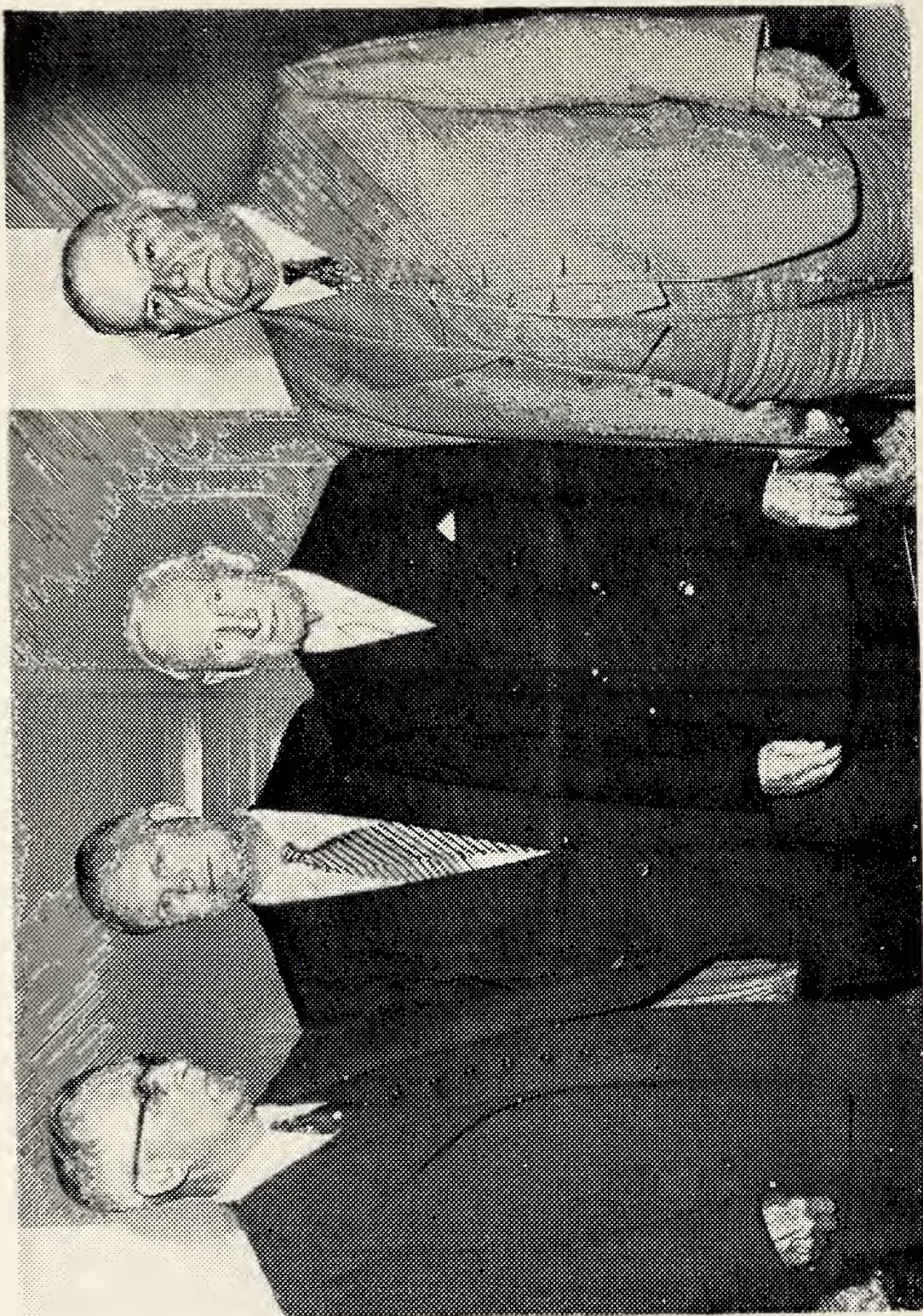
I note what you say in regard to the results of free-trade in New South Wales, and I have no doubt this is correct. I have always been myself a free-trader: At the same time I do not think that we should jump suddenly from protected industries to free-trade without giving time for invested capital to adapt itself to the new conditions.

Of course, it is for you to decide whether there is a possibility of making a success with your venture in Sidney or not and I presume from what you write that the question will be entirely in your hands. I think I once expressed to you that a friend of mine, who had watched the subject of acetylene gas, feared that its cost of production would be too great to make it of practical use, and upon this, of course, depends entirely its success. If you should find that my friend is correct the sooner you get out of any responsibility in the matter the better.

I am quite sure that you hear regularly from home and know how all the family are. Both your father and mother were complaining a little during the holidays but I understand they are quite well again. Your father paid a visit to Macon but returned some time ago.

With best wishes for your success.

Yours very truly,
H. WALTERS.



PRINCIPALS AT STATE DINNER OF NEWCOMEN SOCIETY

The Florida Committee, Newcomen Society in North America, held its annual dinner at St. Augustine last night with the program honoring the memory of Henry M. Flagler, founder of the Florida East Coast Railway and developer of the state's eastern shore. Principals at the meeting were, *left to right*, Joseph W. Shands, Jacksonville, vice chairman of the Florida committee; Fred H. Kent, Jacksonville, state chairman; William R. Kenan, Jr., St. Augustine, president of the Flagler interests; and former Gov. John W. Martin, Jacksonville, FEC trustee and the main speaker who recited the Flagler history in Florida.

MEMORY OF FLAGLER, FLORIDA EAST COAST'S DEVELOPER, HONORED BY NEWCOMEN GROUP

ST. AUGUSTINE, March 3 — The memory of Henry M. Flagler, who used the fortune he made in oil to develop Florida's East Coast and build a railroad extending the length of the state, was honored by the Newcomen Society in North America at its Florida dinner here tonight.

Fittingly, the dinner was held in the world-famous Ponce de Leon Hotel, one of several which Flagler built as his railway opened the East Coast of Florida to visitors and new residents.

The career of Flagler was traced by former Gov. John W. Martin who, as trustee of the FEC, directs the operations of the railway the developer built.

Martin was introduced by J. W. Shands, president of the Atlantic National Bank of Jacksonville and vice chairman of the Florida committee in the Newcomen Society—an organization formed to increase an appreciation of the American-British traditions and ideals in the arts and sciences, especially in the bonds of cultural and spiritual forces common to both countries.

MODEST BEGINNING RECALLED

In telling of the life of Flagler, Martin recalled his modest beginning as the son of a Presbyterian minister at Hammondsport, N. Y., and traced his career through his association with John D. Rockefeller. It was in partnership with Rockefeller that the Flagler fortune was begun through development of the Standard Oil Co., the former governor stated.

Martin pictured Florida's East Coast at the time of the arrival of Flagler. By June, 1883, he said, the Jacksonville, St. Augustine and Halifax Railway had been constructed from South Jacksonville to St. Augustine, but passengers had to be ferried across the river at Jacksonville to board the trains.

The coast south of St. Augustine was only sparsely settled, he continued. At Daytona there was a village of around 100 inhabitants, while further south scarcely a settlement of any consequence existed.

“This was the scene when Henry M. Flagler came to St. Augustine in the winter of 1883-84,” Martin stated. “Mr. Flagler was charmed with the climate and beauty of St. Augustine and impressed with its possibilities as a resort.

“Flagler became convinced he could transform St. Augustine into an ‘American Riviera.’ Before he left Florida that winter he had plans for a magnificent hotel to be known as the Ponce de Leon. In 1885 he began construction of the hotel in which we are tonight. The Ponce de Leon stands in St. Augustine a masterpiece of architecture and art which all of us are fortunate to visit.”

START OF FEC RAILWAY

Martin recalled that Flagler bought the Jacksonville, St. Augustine and Halifax Railway in 1885, marking the beginning of the Florida East Coast Railway. In 1888 and 1889 he acquired the St. Augustine and Palatka Railroad, running from Toco Junction to Daytona Beach. During the next few years he widened the little road to standard gauge and added better equipment.

There were two important events in January, 1888, that contributed to the resort and transportation history of the Florida East Coast, Martin stated. One, he said, was the opening of the Ponce de Leon Hotel and the other, the first all-Pullman vestibule train began operations between New York and Florida.

“But even then the famous train could not be operated to St. Augustine, for at Jacksonville passengers had to transfer to a ferry across the St. Johns River before they could board the little railway for St. Augustine,” Martin said. “As a result, by January, 1890, Flagler completed a railroad bridge across the St. Johns River at Jacksonville, the first large steel railroad bridge in the South.”

Those and other improvements attracted an increasing volume of winter visitors to St. Augustine, the FEC trustee reported, and at Ormond Flagler purchased the Hotel Ormond, which he greatly enlarged, and built additional hotels in St. Augustine.

Martin said in 1892 the railroad builder incorporated the Florida Coast and Gulf Railway to reach Daytona Beach and then employed 1,500 men to rush construction of tracks to Cocoa and Eau Gallie.

Flagler next turned his attention to the Palm Beach area and in May, 1893, began construction of the Royal Poinciana Hotel, at that time the largest hotel building in the world.

“What a year before had been a wilderness, was on Feb. 15, 1894, opened to the world as Palm Beach, ‘Queen of Winter Resorts’,” Martin said. “By March 22, 1894, trains were pushing into the new village of West Palm Beach and ocean service was set up from Palm Beach to Nassau.

When a freeze in the winter of 1894-95 reached to West Palm Beach, Martin said, Flagler began investigating possibilities of the Miami area, which were found to be “green and blooming.” As a result, the railway, its name changed to Florida East Coast Railway Co., was completed to Miami, the first wood-burning locomotive arriving there on April 15, 1896, with a load of building material. A week later the first train with passengers reached Miami, marking the beginning of what has come to be known as the “Magic City.”

Martin also recalled the building of the Breakers Hotel at Palm Beach in 1897 and the Royal Palm Hotel at Miami the same year.

By 1903 the FEC went as far south as Homestead, and Martin said that although Flagler was then growing old he began to envision a rail line to Cuba. Because Miami lacked satisfactory channel and harbor facilities, Flagler began construction of the overseas railway to Key West in 1904.

Thousands of men worked on the railroad in the Keys area and many lives were lost in storms, but despite the great obstacles Flagler, then 82 years old, rode into Key West on the first train in January, 1912, Martin declared. There, connections were made with Cuba by ferry.

Martin called the east coast of Florida “the greatest monument” to the memory of Flagler, who, he said “more than any

other man is responsible for the opening, growth and development of this beautiful part of our country.”

Many of Florida’s business leaders and industrialists attended the Newcomen Society’s annual dinner. Fred H. Kent of Jacksonville, the Florida chairman of the society, presided.

*Reprint from FLORIDA TIMES-UNION, Jacksonville, Florida
Friday, March 4, 1955*

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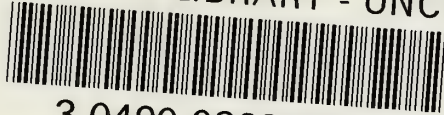
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